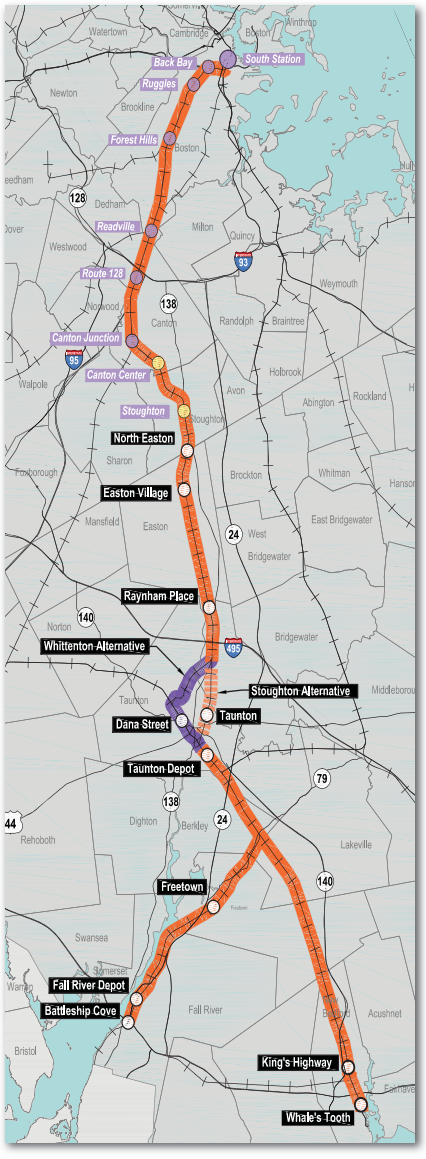
US Army Corps of Engineers
New England District

BUILDING STRONG®

Final Environmental Impact Statement/ Final Environmental Impact Report

on the ***South Coast Rail Project***

proposed by the **Massachusetts Department of Transportation**

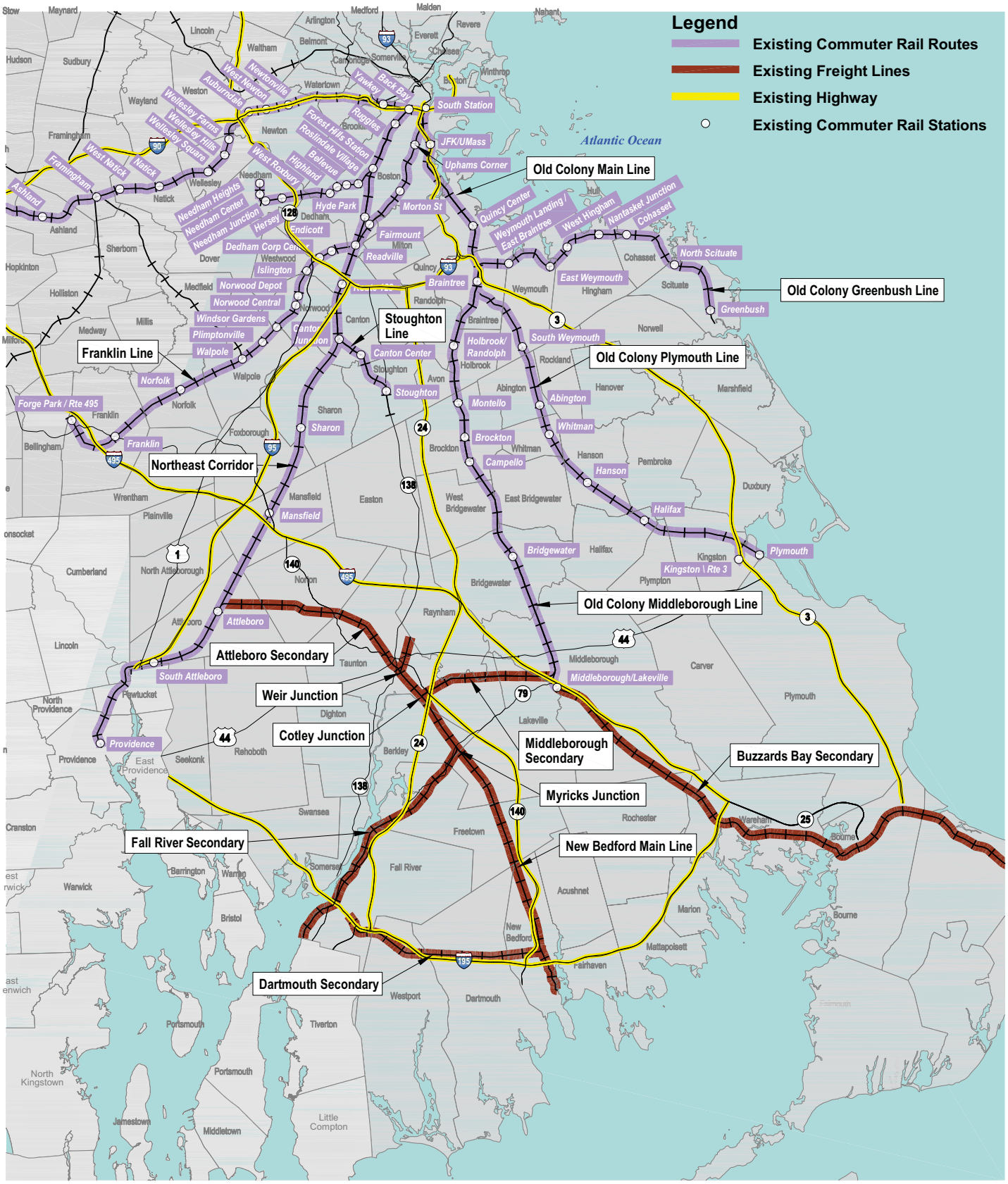


Department of the Army Permit Application Number NAE–2007–00698
Executive Office of Energy and Environmental Affairs EEA No. 14346

U.S. Army Corps of Engineers
New England District

August 2013

Volume II: FEIS/FEIR Figures



G:\10111.00\graphics\FIGURES\Berger_Use\10111_Existing_Routes.dwg Printing Date: 12/17/2009

0 4 8 Miles

Figure 1.2-1

Existing Regional Transportation System

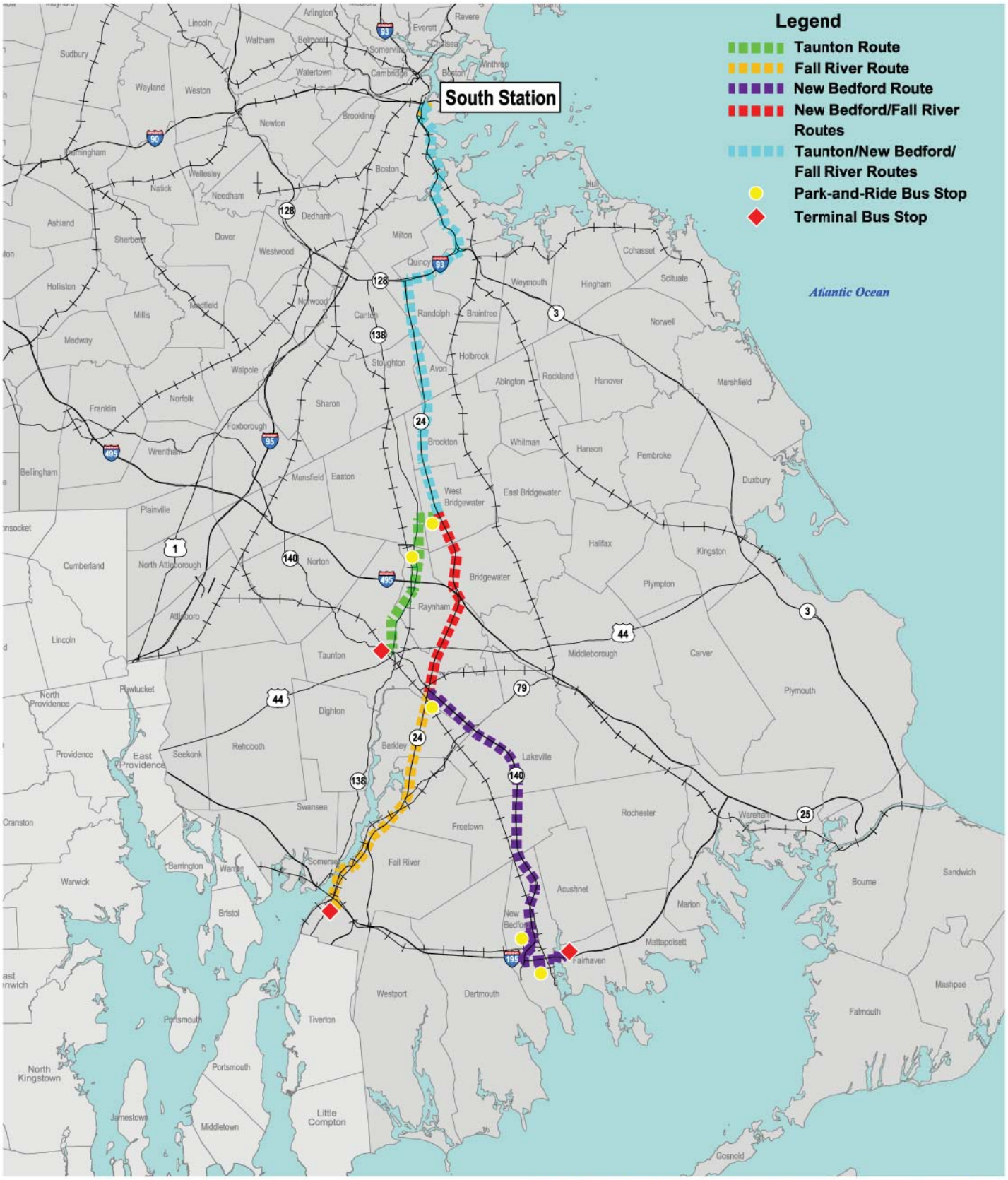


Figure 1.4-1

No-Build Alternative

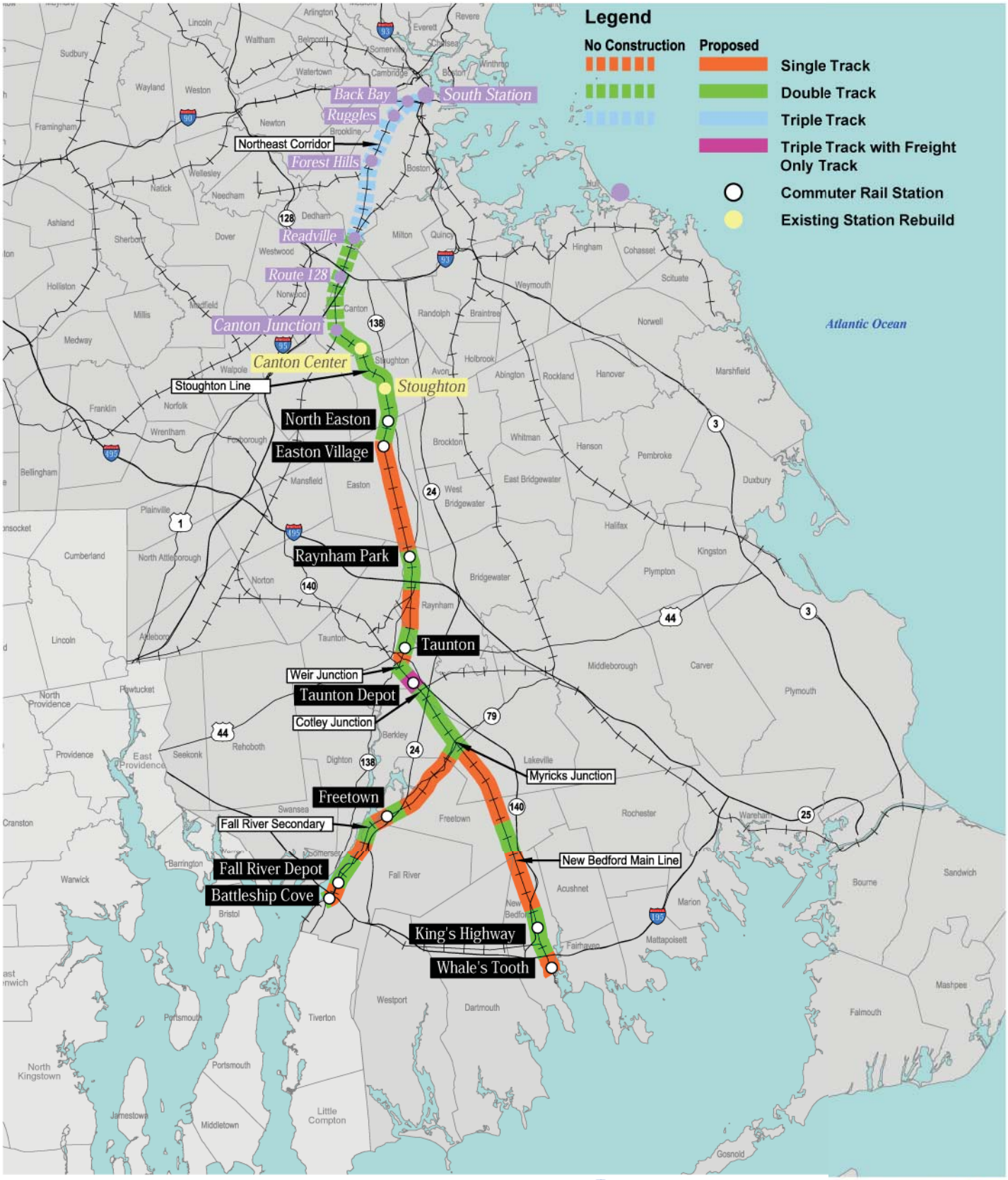
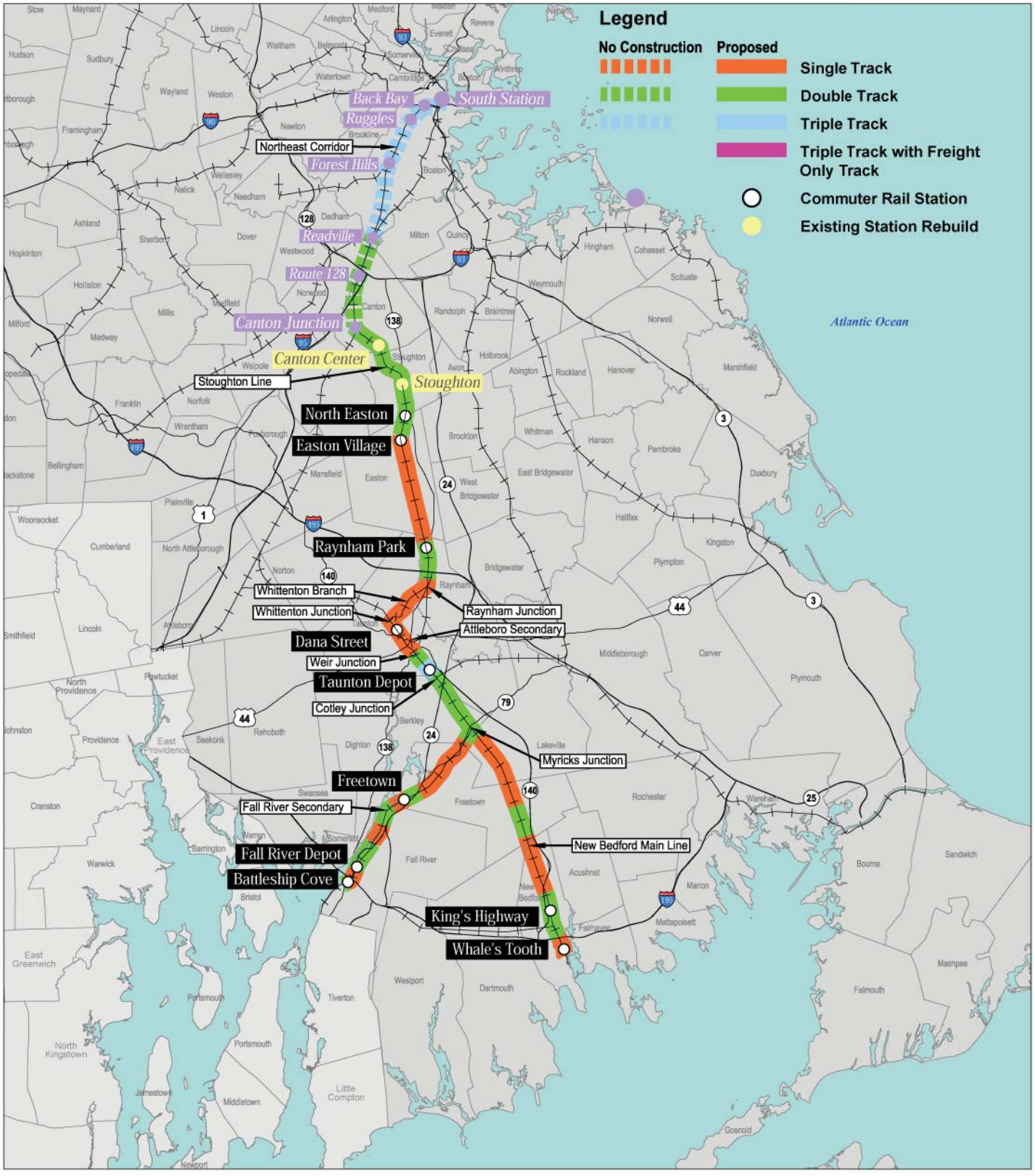


Figure 1.4-2

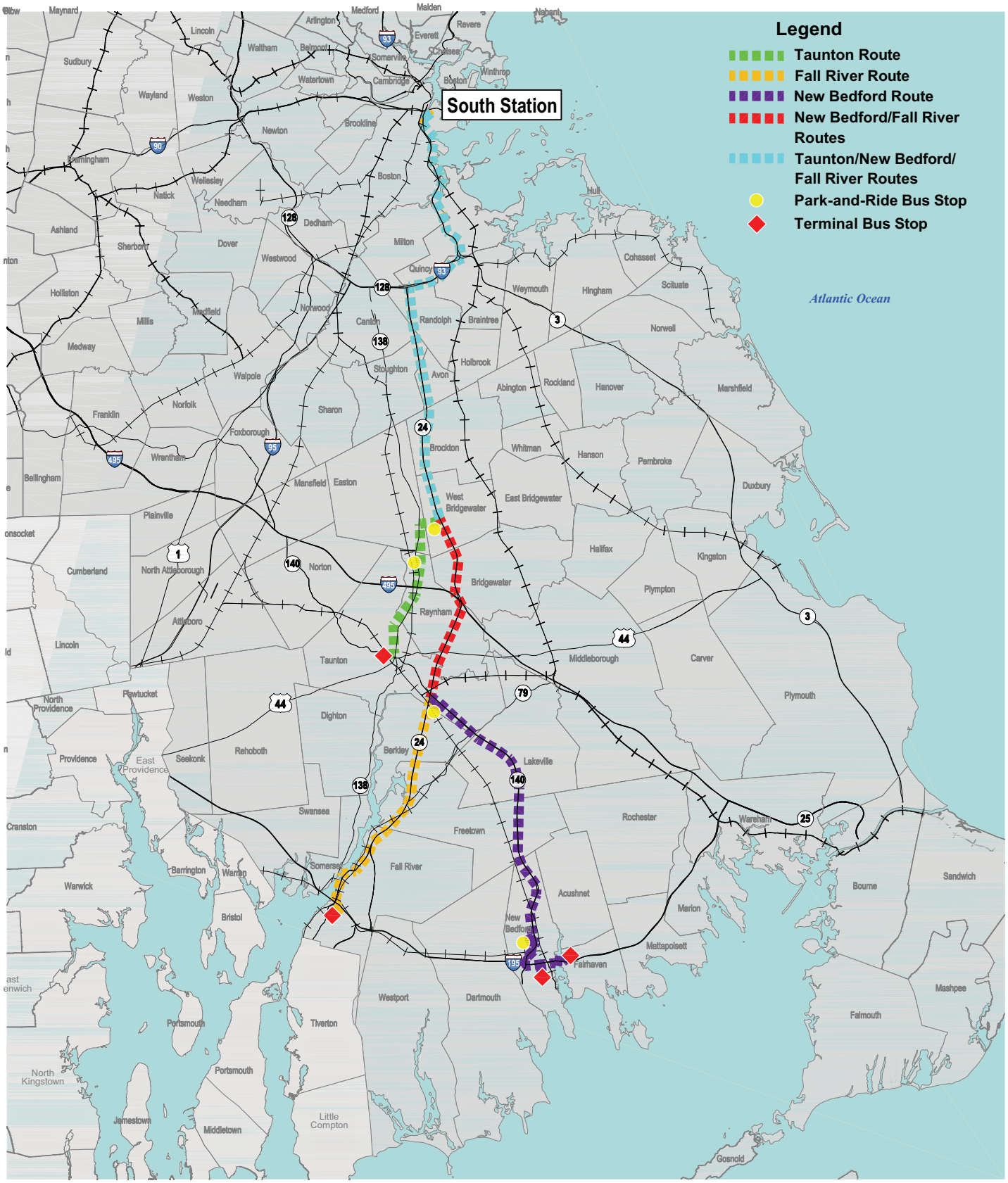
Stoughton Alternative



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Figure 1.4-3

Whittenton Alternative



\\MABOS\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Figure 2-1.dwg Printing Date: 9/14/2009

Figure 2.2-1

Existing Regional Bus Routes (Including Existing Park and Ride Locations)

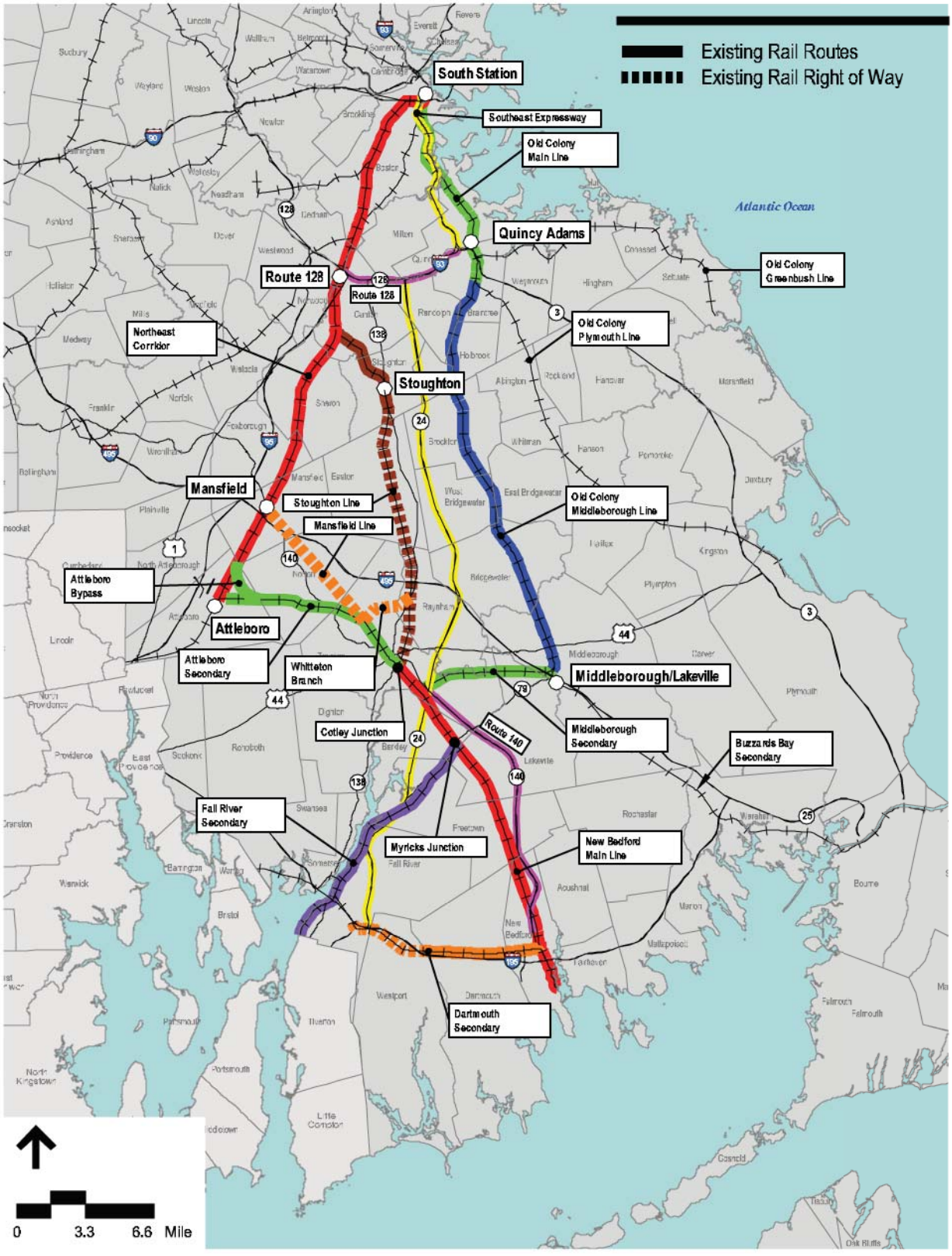


Figure 3.1-1

Corridors Under Consideration

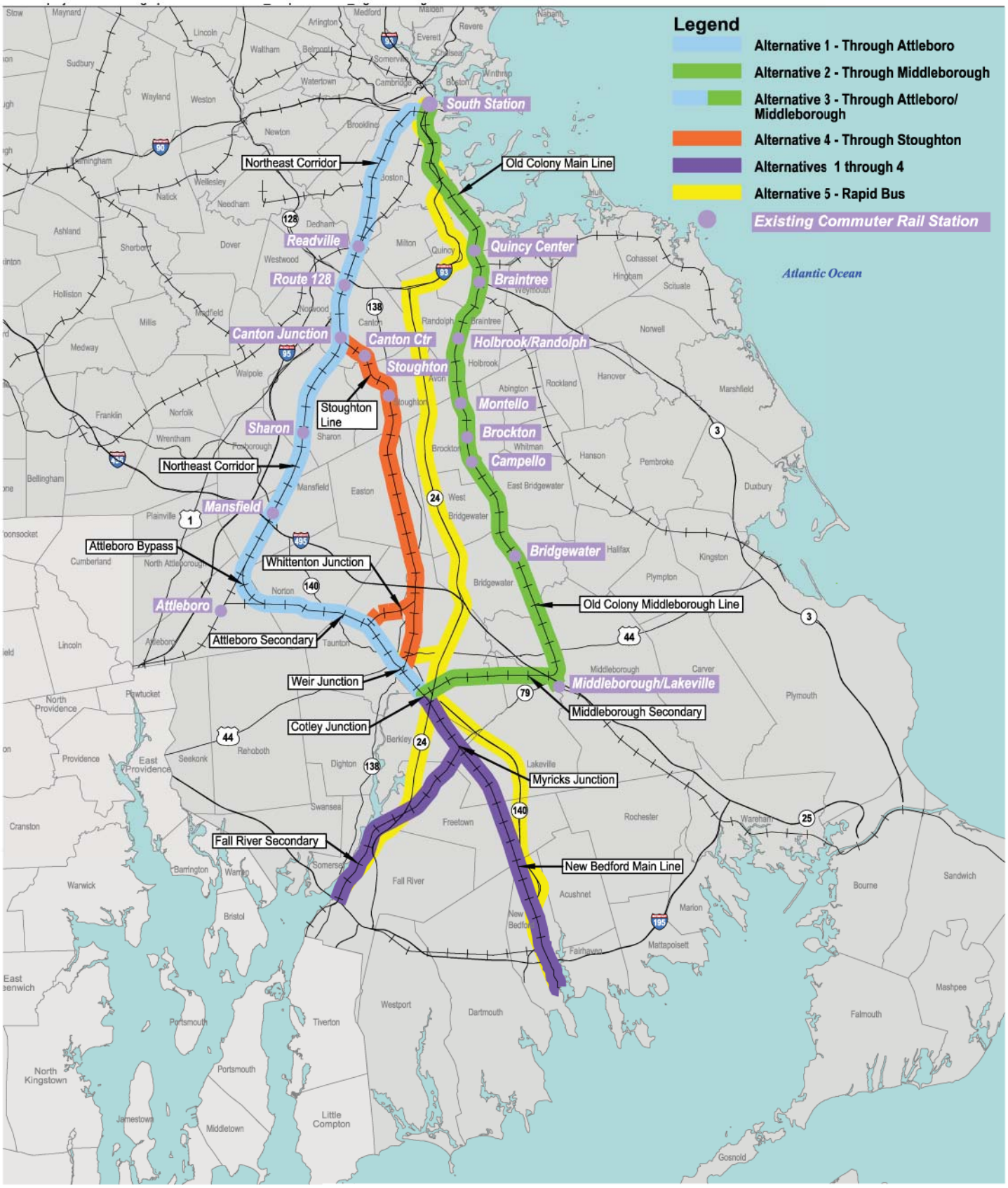


Figure 3.1-2

ENF Alternatives

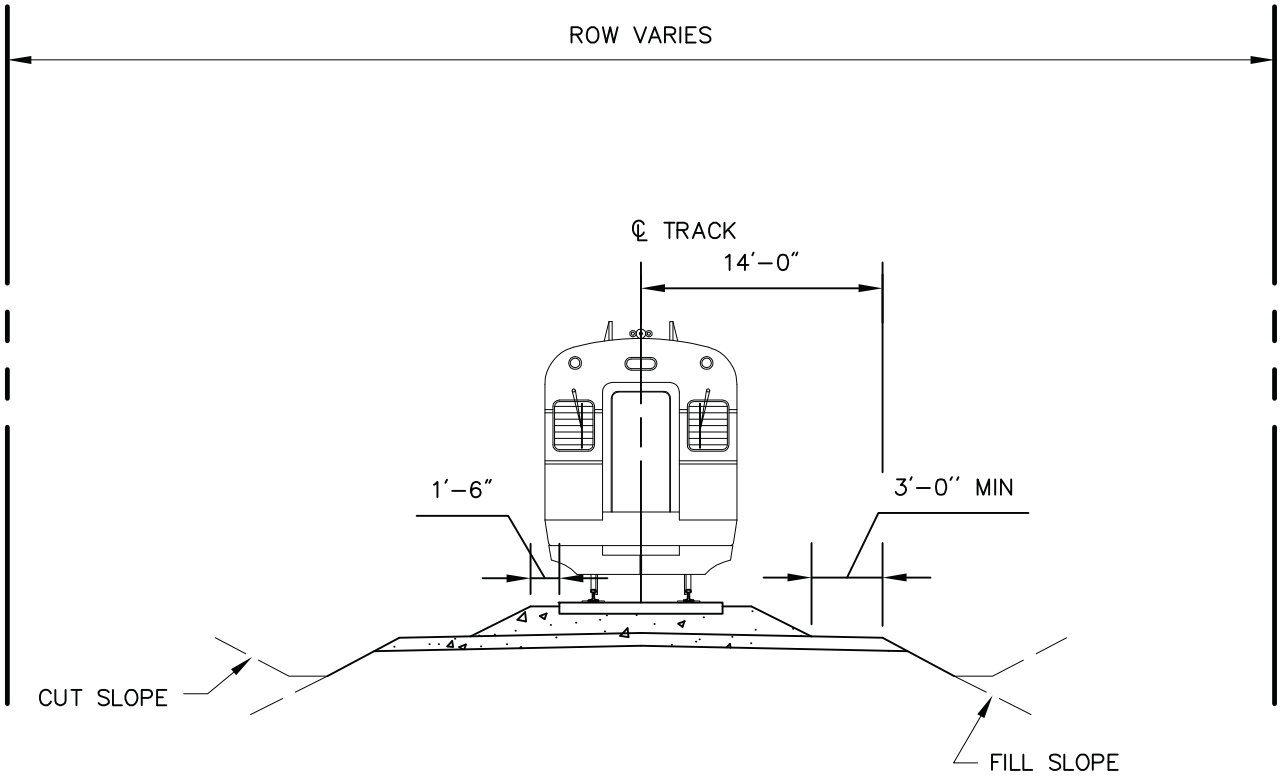


Figure 3.2-1
Conventional Commuter Rail Single Track
Typical Cross Section

Not to Scale

\\Mabos\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Figure 4-11 - 4-12_CCRtyp.dwg Printing Date: 9/11/2009

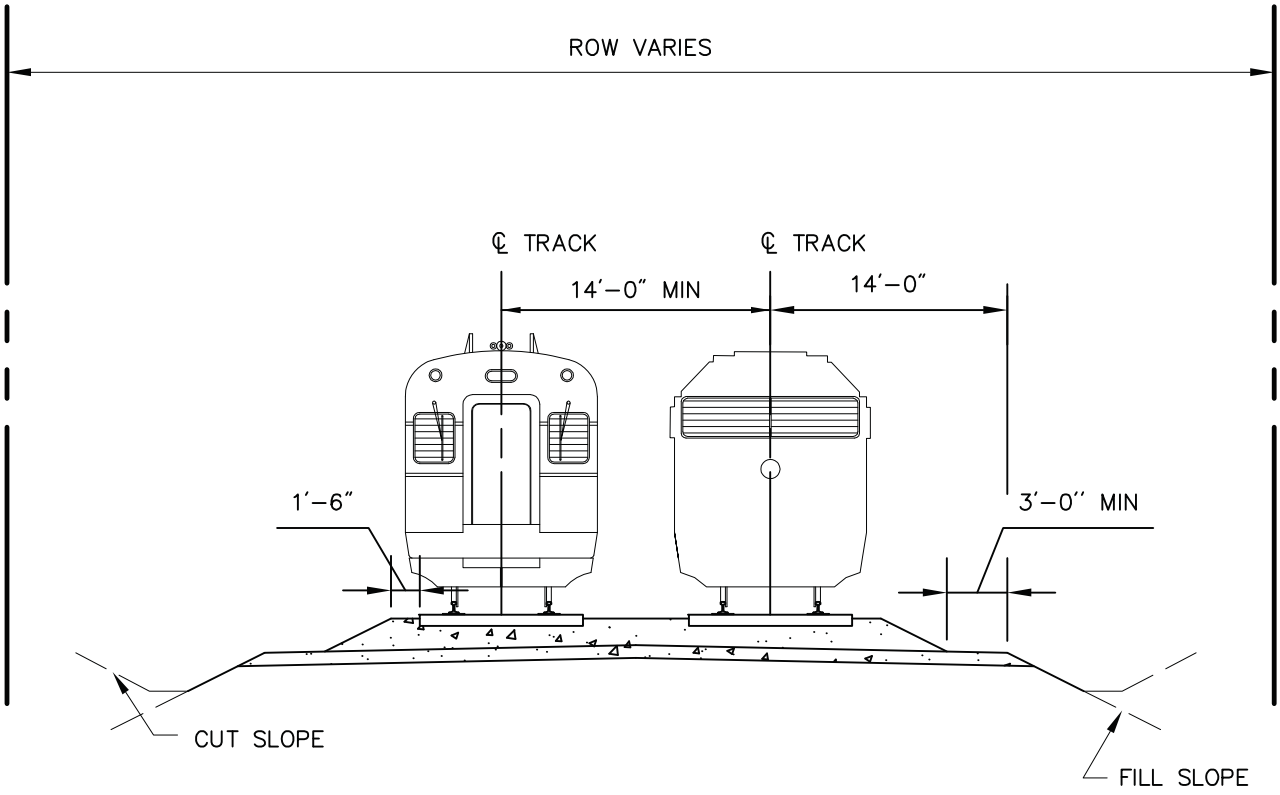


Figure 3.2-2
Conventional Commuter Rail Double Track
Typical Cross Section

Not to Scale

\\Mabos\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Figure 4-11 - 4-12_CCRtyp.dwg Printing Date: 9/11/2009

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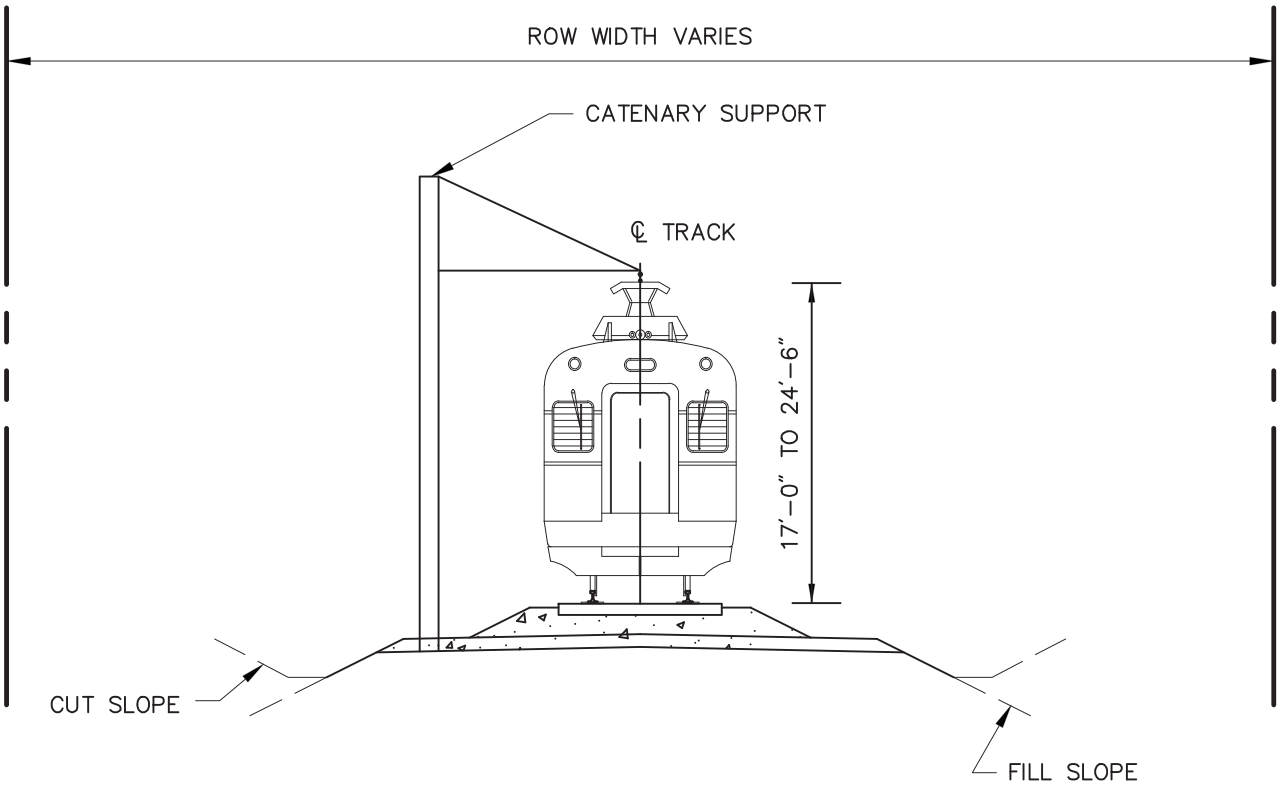


Figure 3.2-3

Electrified Commuter Rail
Single Track
Typical Cross Section

\\MABOSDATA\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Figure 4-13 - 4-14, 4-16_ECRtyp.dwg Printing Date: 11/6/2012 10:31 AM

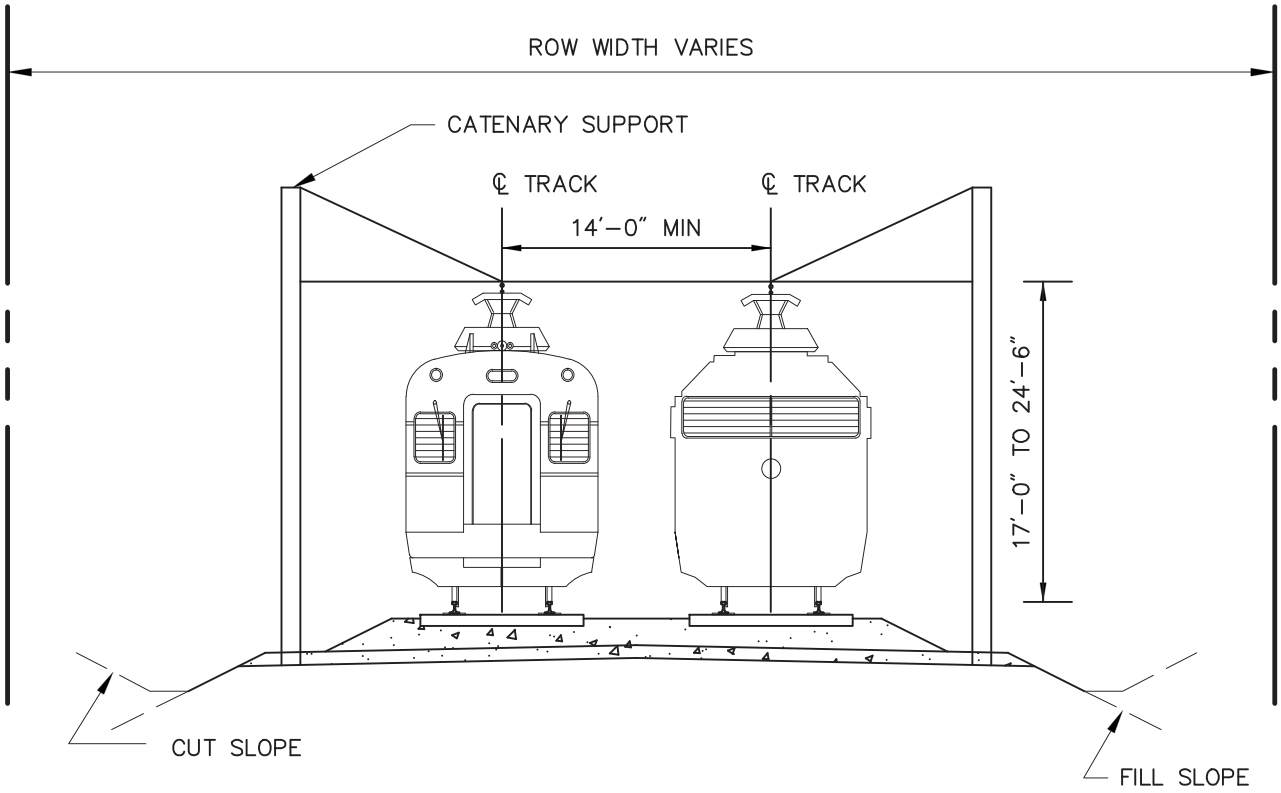


Figure 3.2-4

Electrified Commuter Rail
Double Track
Typical Cross Section

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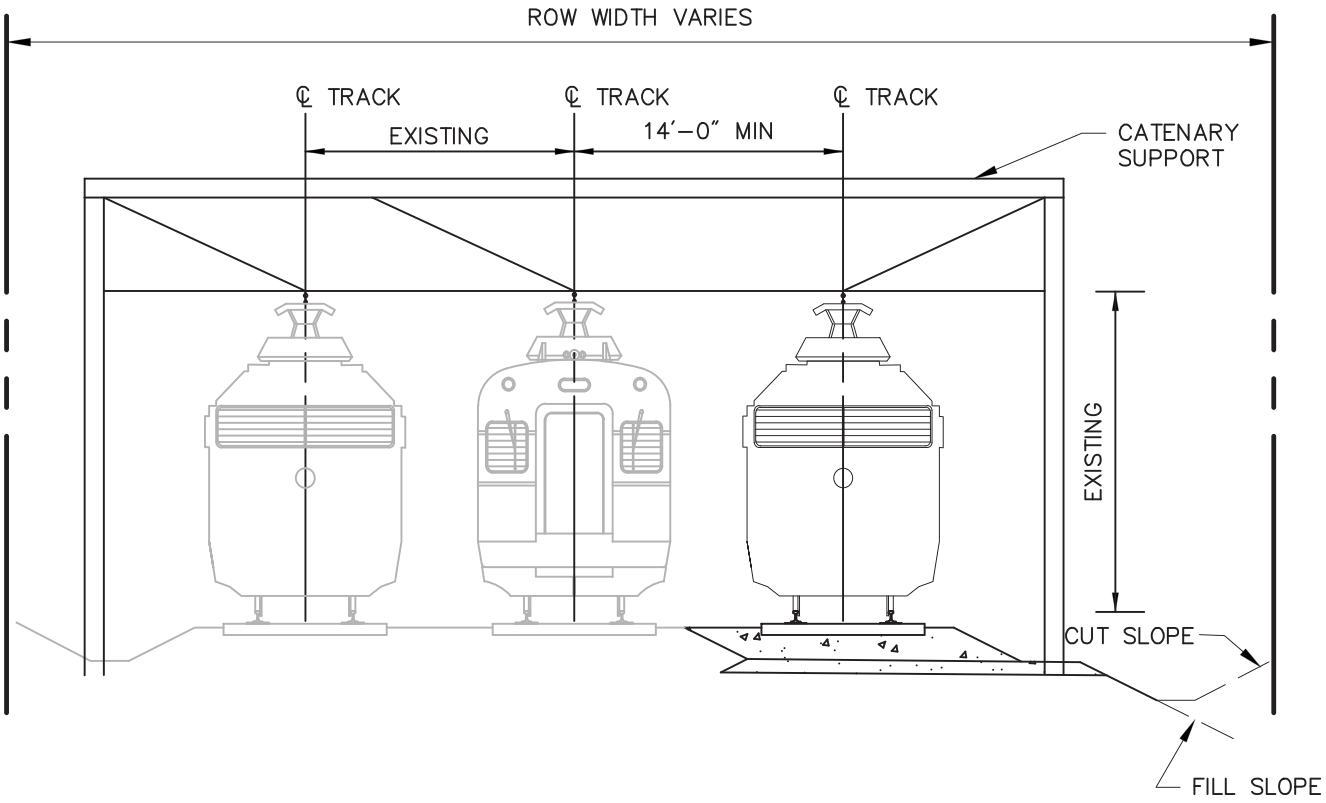


Figure 3.2-5

Electrified Commuter Rail
Triple Track
Typical Cross Section

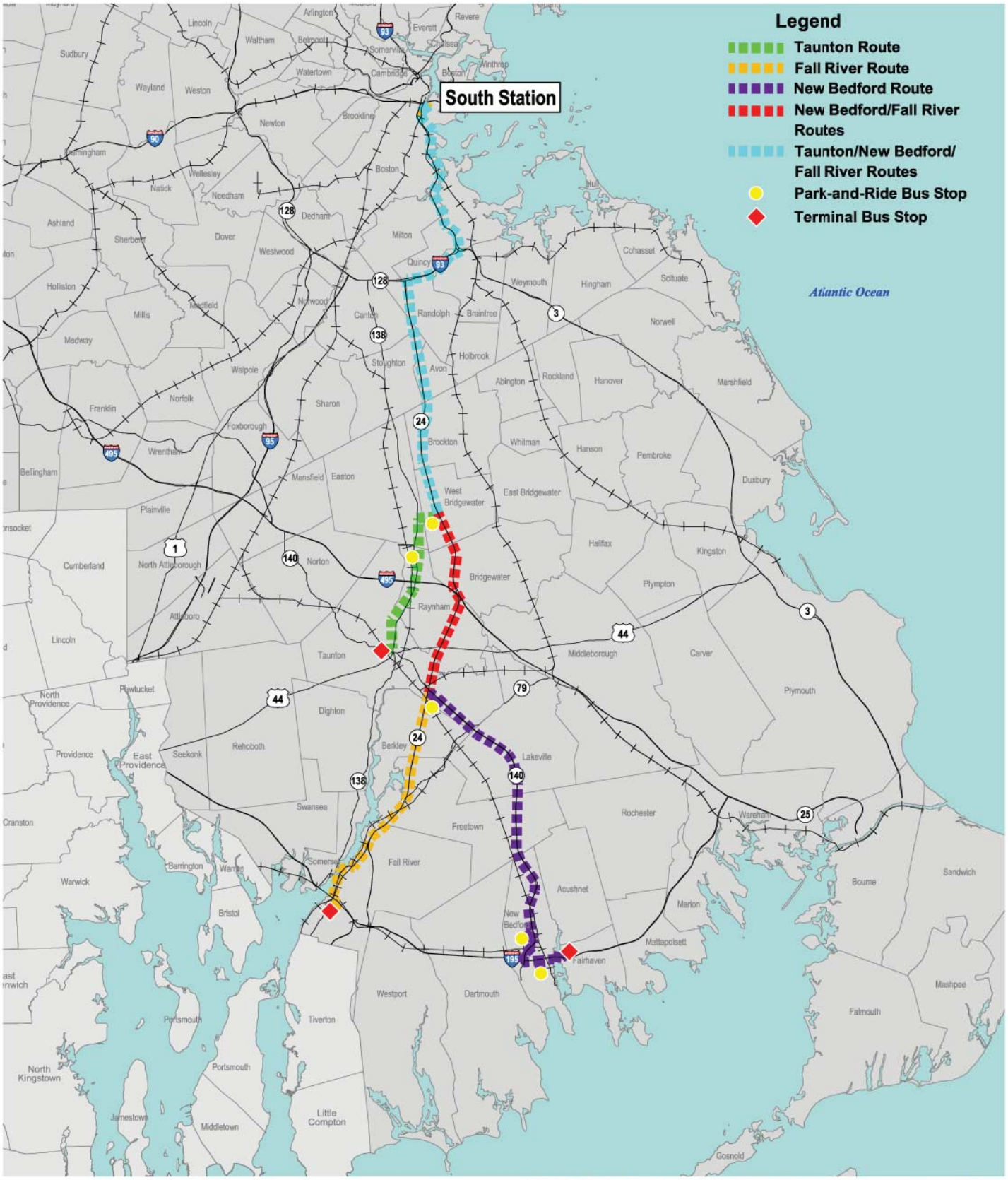


Figure 3.2-6

No-Build Alternative

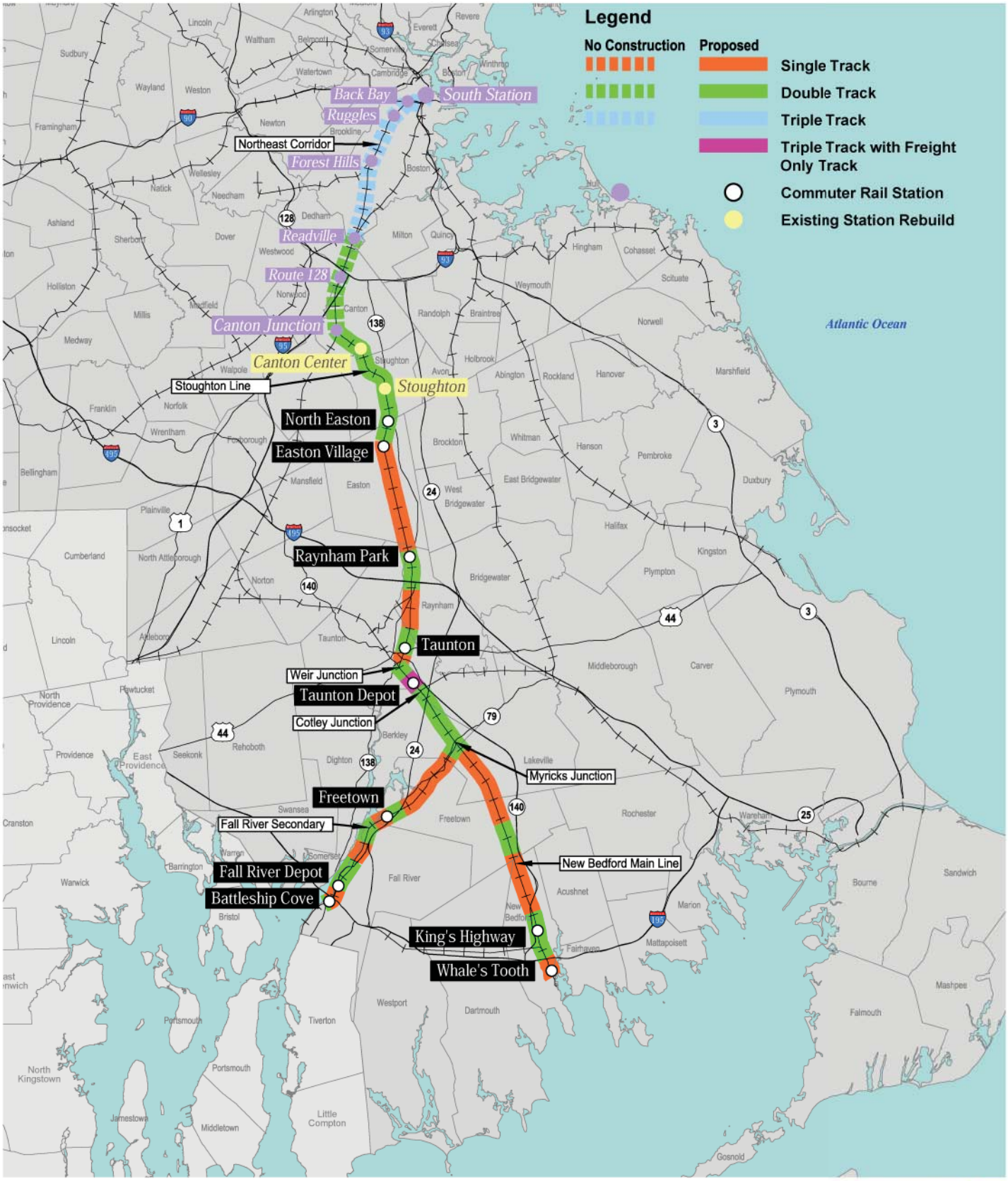
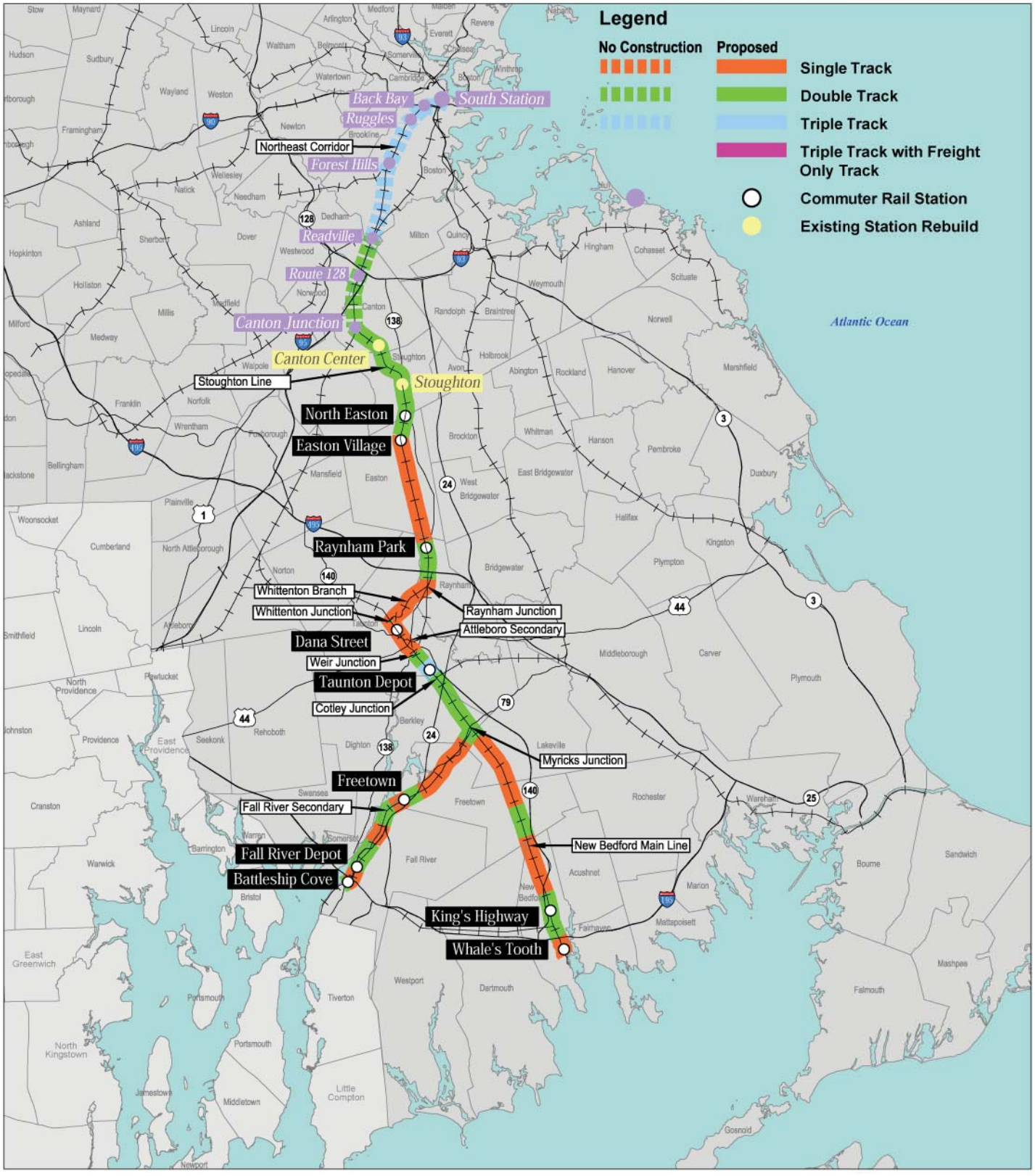


Figure 3.2-7

Stoughton Alternative



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Figure 3.2-8

Whittenton Alternative

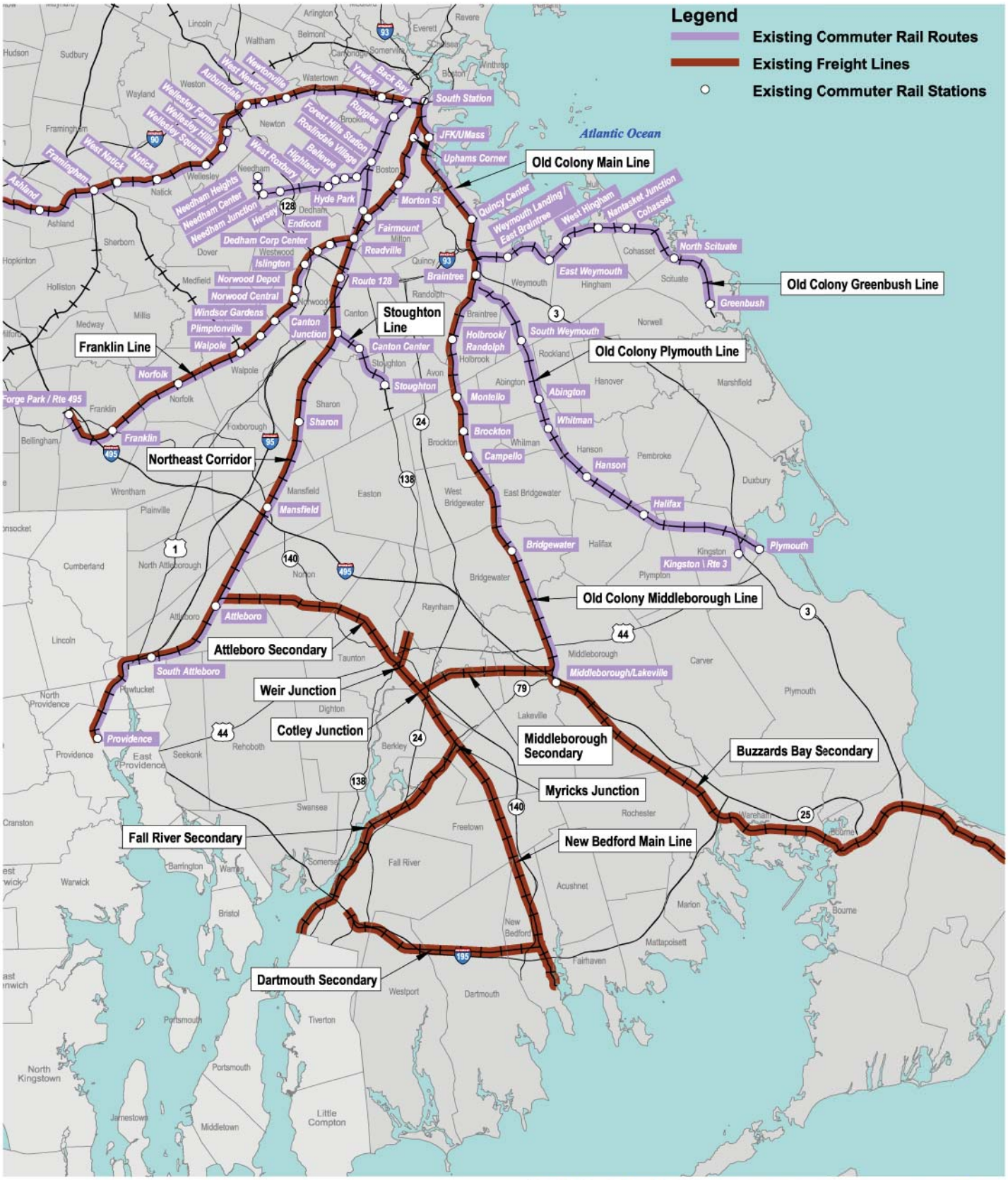


Figure 3.2-9

Existing Rail Transportation System

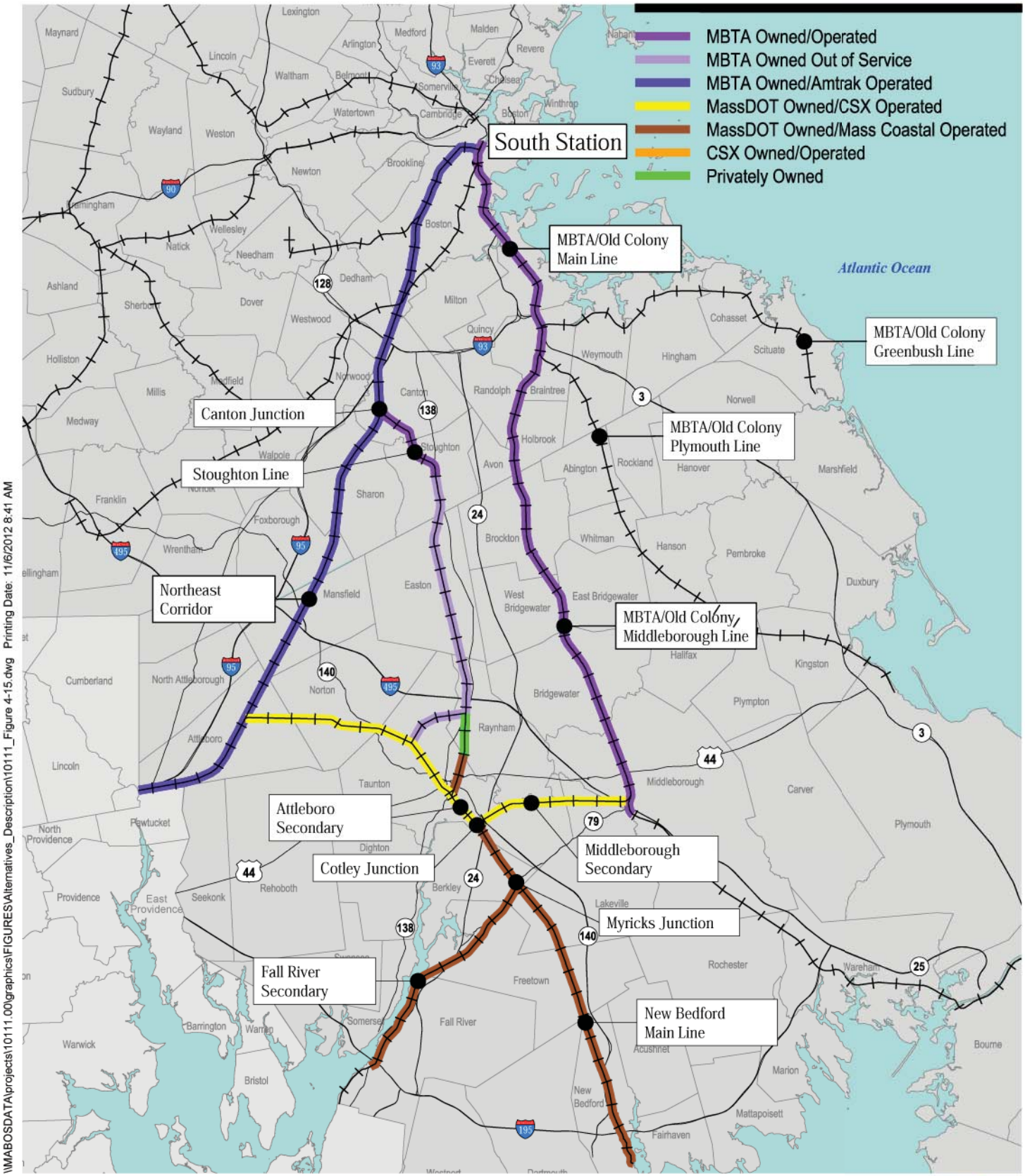
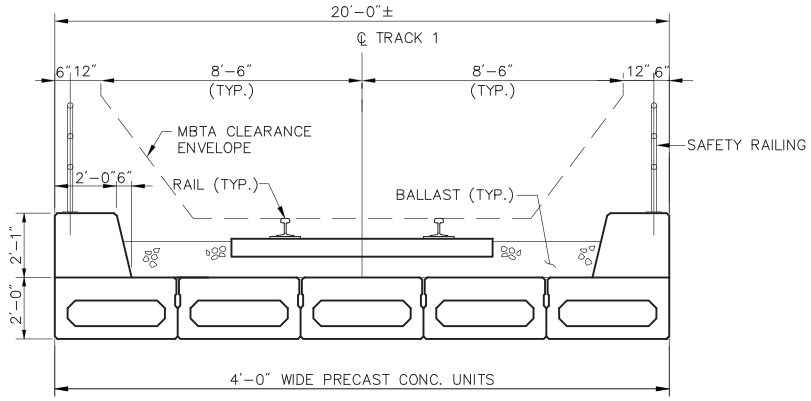


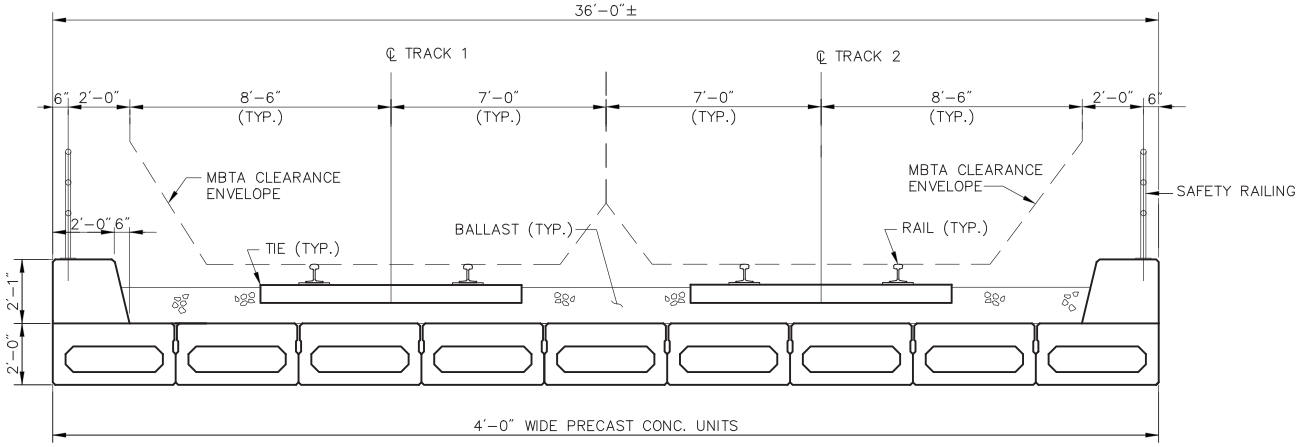
Figure 3.2-10

Ownership of Right-of-Way Segments



CONCRETE BOX GIRDER CROSS SECTION (ONE TRACK)

SCALE: NTS



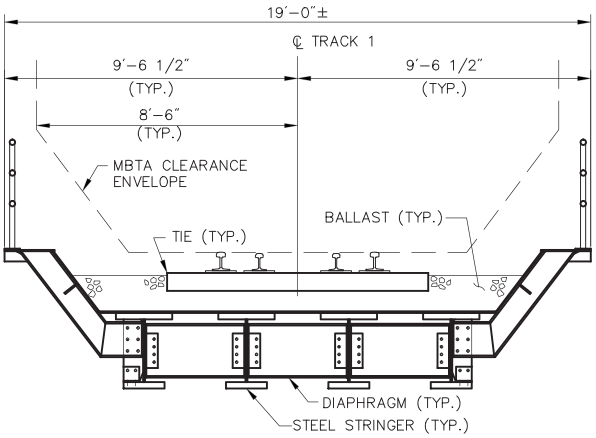
CONCRETE BOX GIRDER CROSS SECTION (TWO TRACKS)

SCALE: NTS

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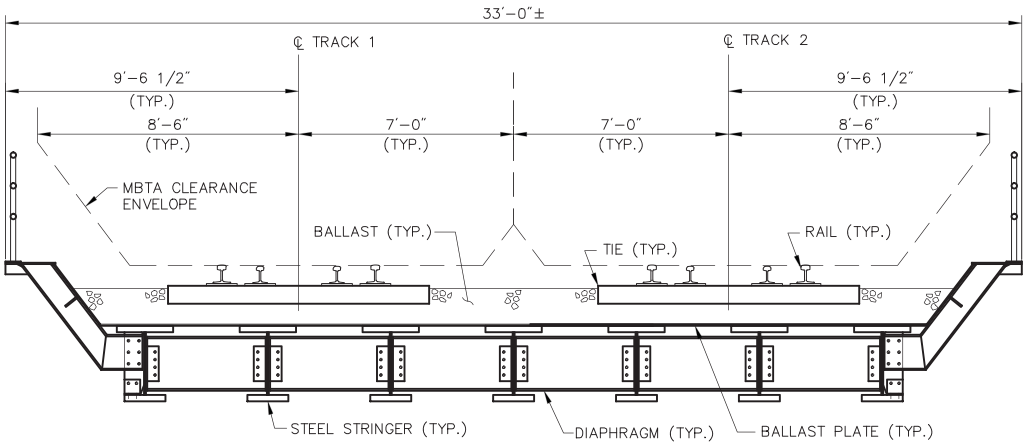
Figure 3.2-11

Typical Cross Section Concrete Girder Bridge



TYPICAL STEEL TUB CROSS SECTION (ONE TRACK)

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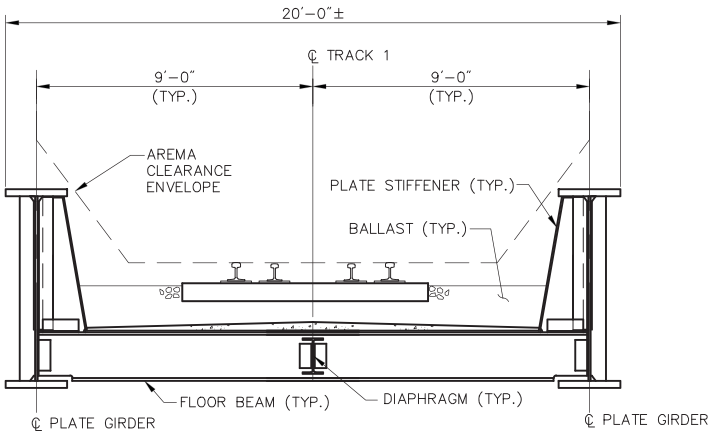


TYPICAL STEEL TUB CROSS SECTION (TWO TRACKS)

SCALE: NTS

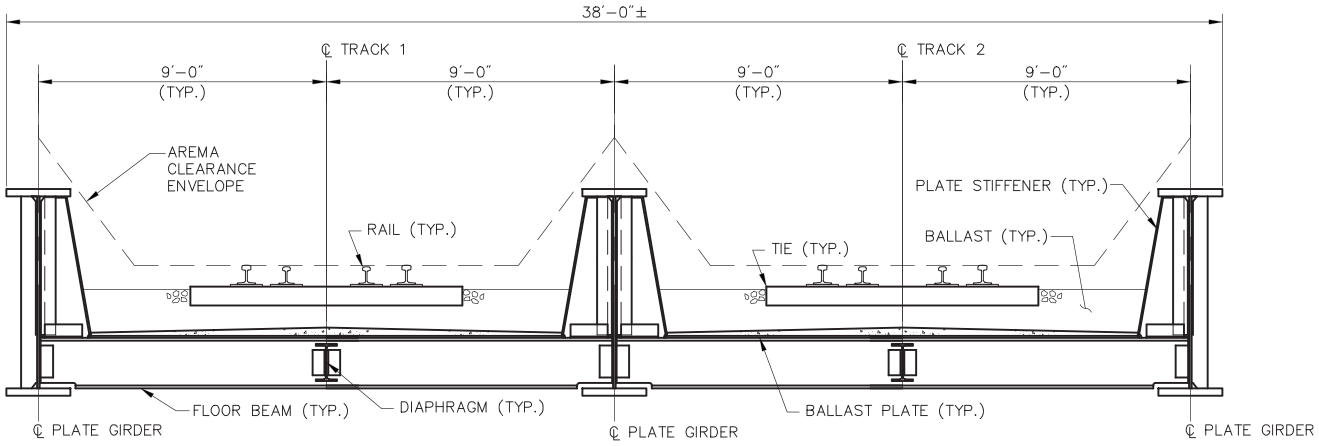
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Figure 3.2-12
Typical Cross Section Steel Tub Bridge



STEEL THRU GIRDER CROSS SECTION (ONE TRACK)

SCALE: NTS

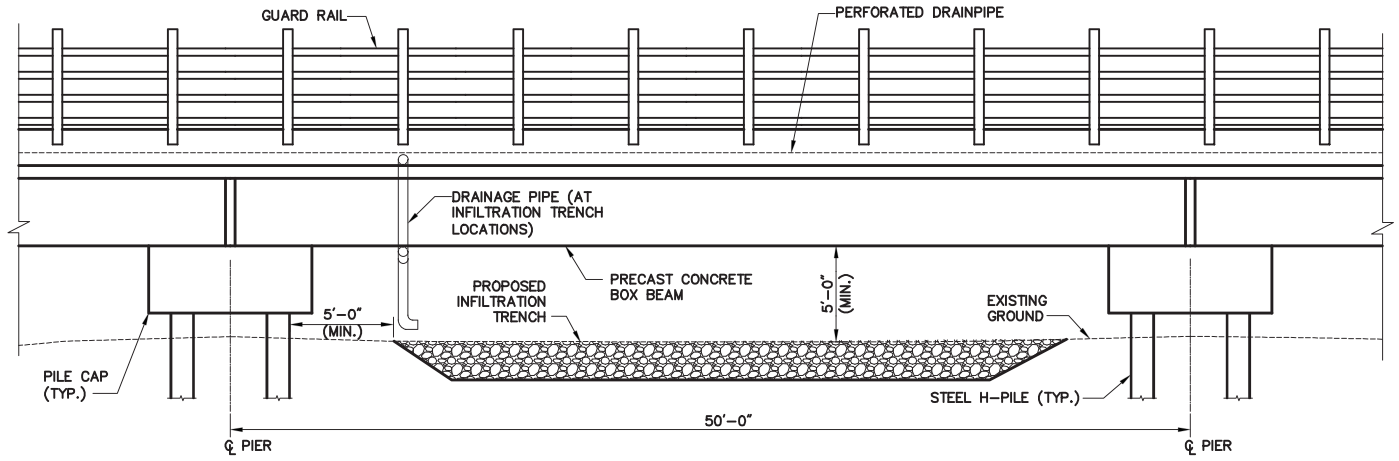


STEEL THRU GIRDER CROSS SECTION (TWO TRACKS)

SCALE: NTS

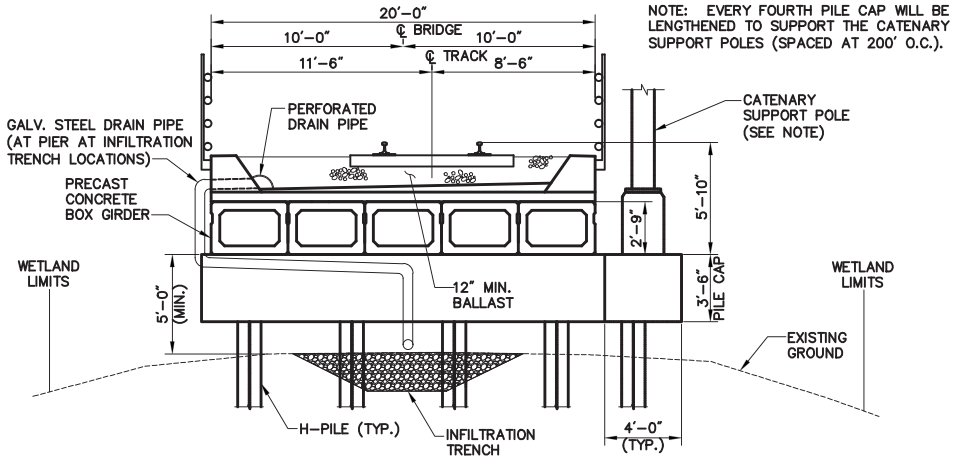
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Figure 3.2-13
Typical Cross Section Steel Thru Girder Bridge



ELEVATION

SCALE: NTS



BALLAST DECK

CROSS-SECTION AT PILES

SCALE: NTS

Figure 3.2-14
Trestle Through Hockomock Swamp

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ELECTRIC LOCOMOTIVE



DIESEL LOCOMOTIVE

Figure 3.2-15
Locomotive Types

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Figure 3.2-16

Typical Traction Power Stations

\\MABOSDATA\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Figure x-x_TractionPower_OCS.dwg Printing Date: 11/6/2012 11:02 AM

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Figure 3.2-17

Typical Overhead Contact Systems

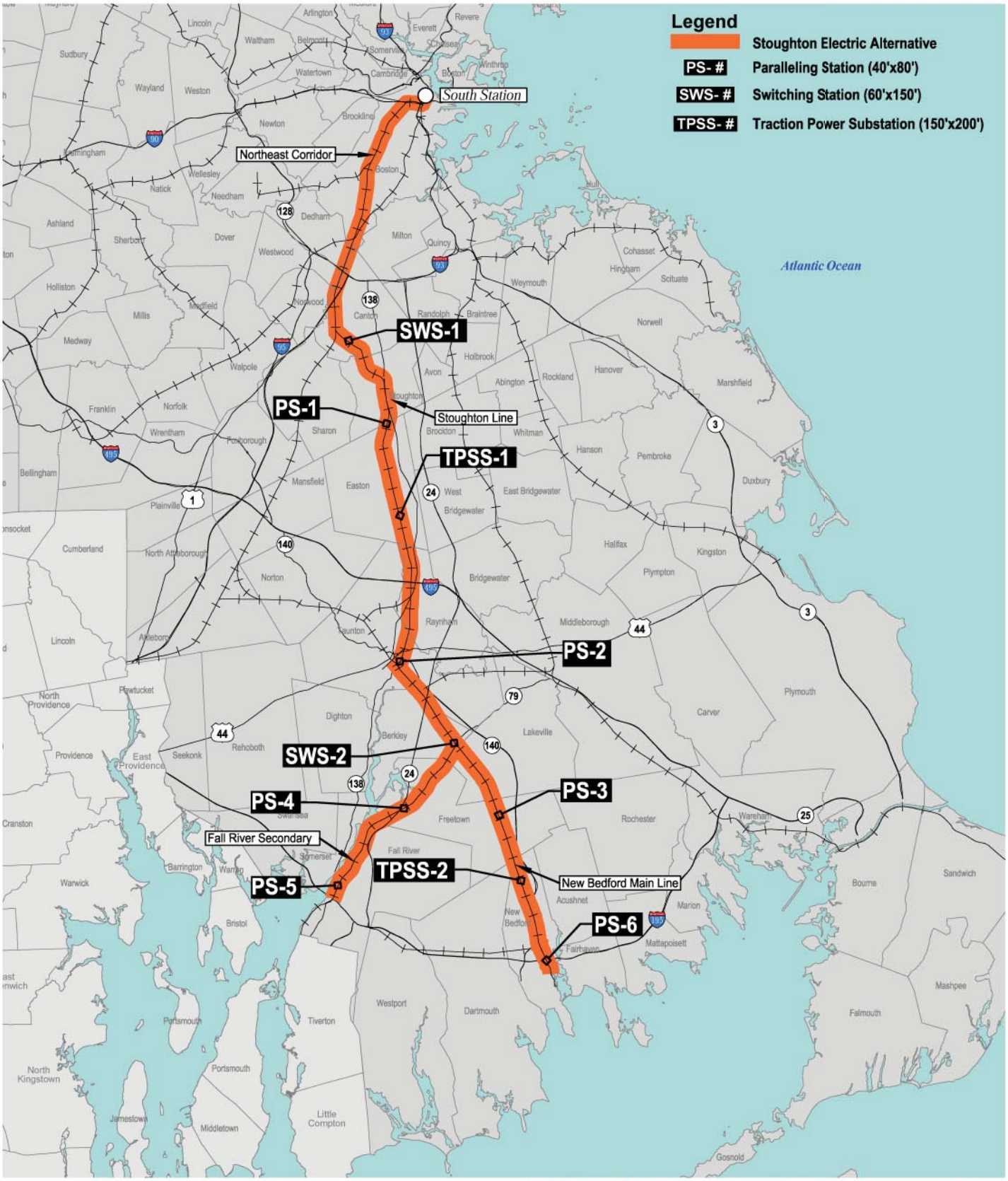


Figure 3.2-18

Stoughton Electric Alternative

Traction Power System

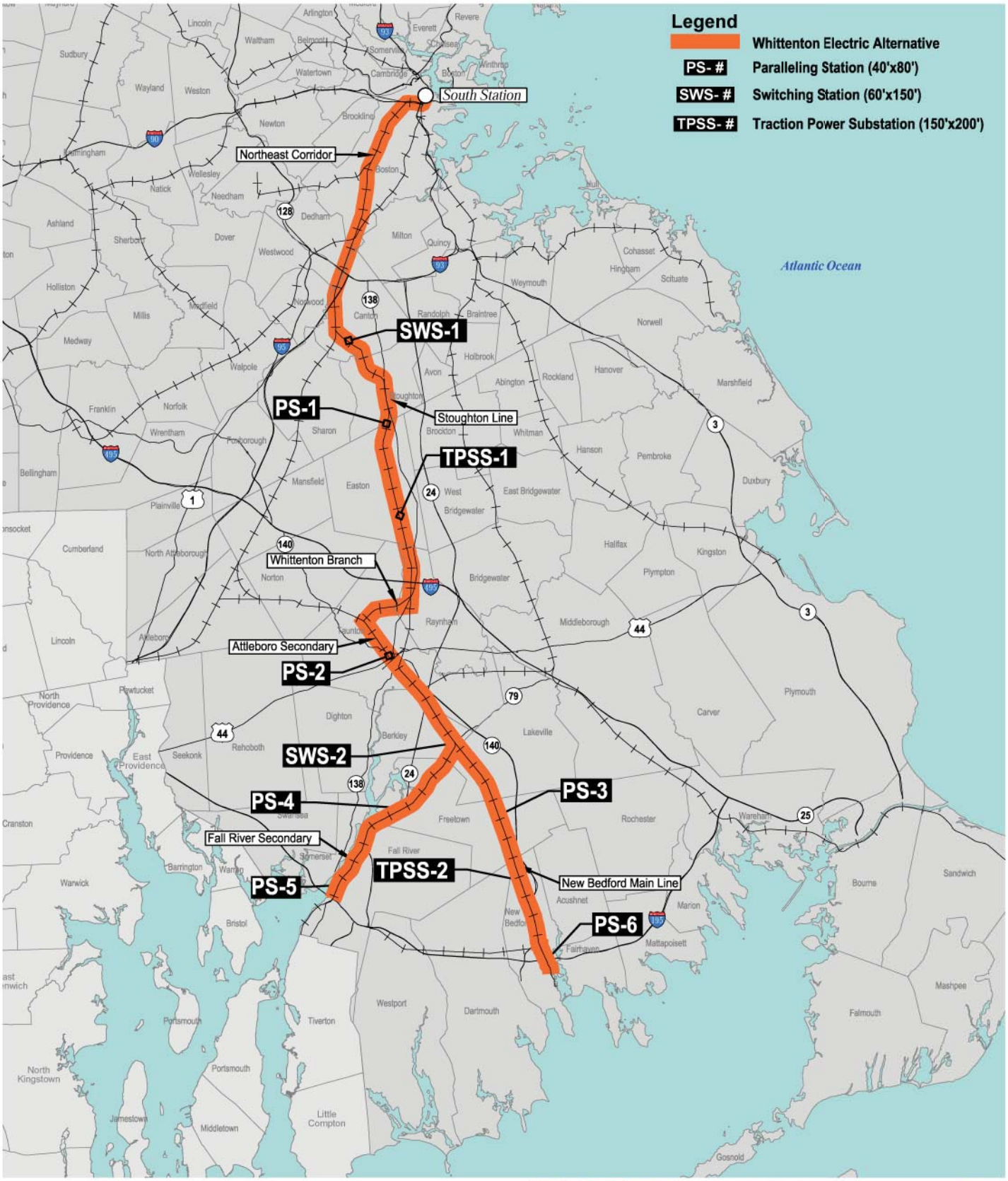
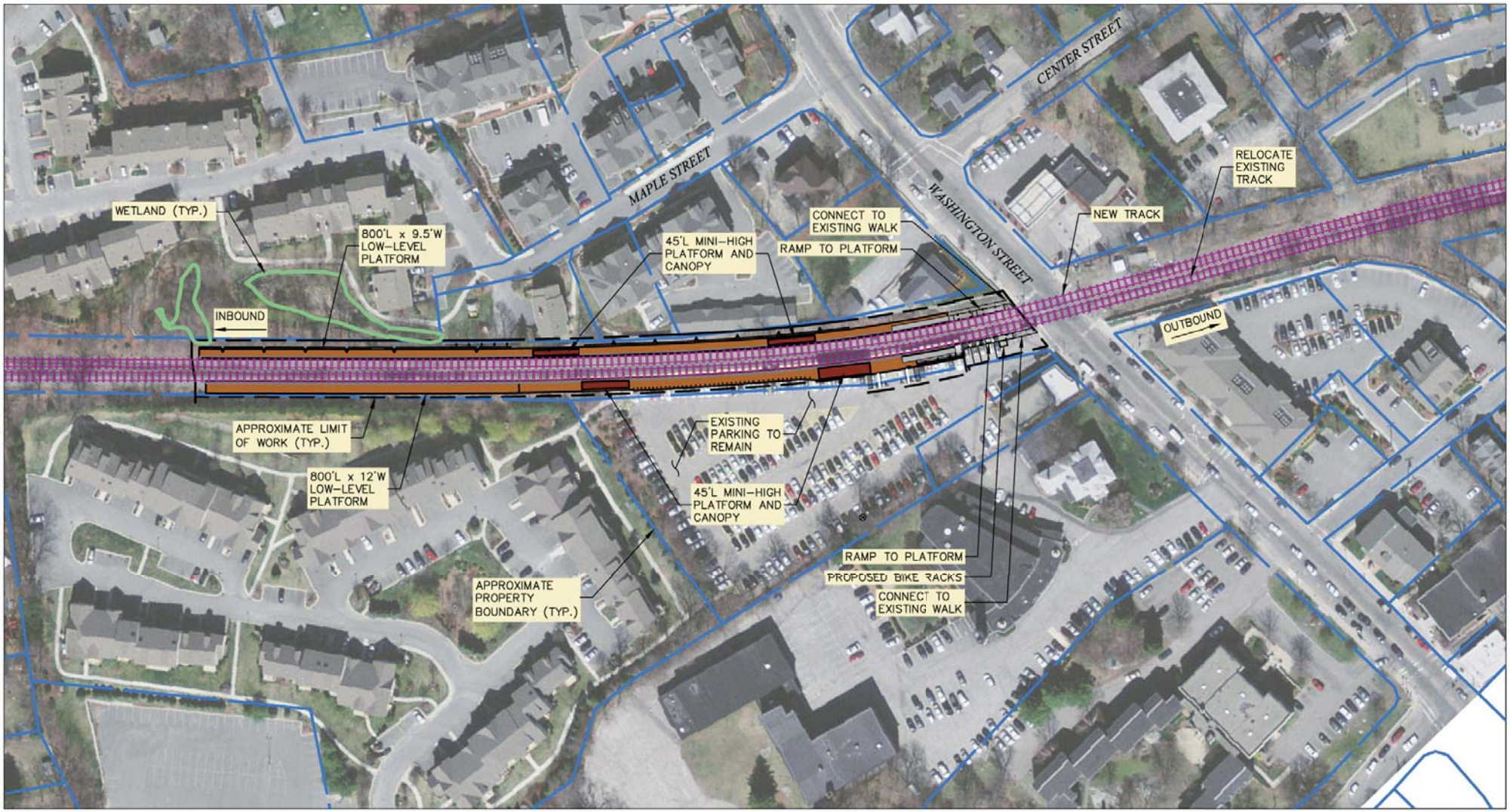


Figure 3.2-19

Whittenton Electric Alternative

Traction Power System



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0 50 100 Feet

Parking Summary Chart

EXISTING SPACES	210
EXISTING SPACES LOST	0
PROPOSED TOTAL SPACES	210

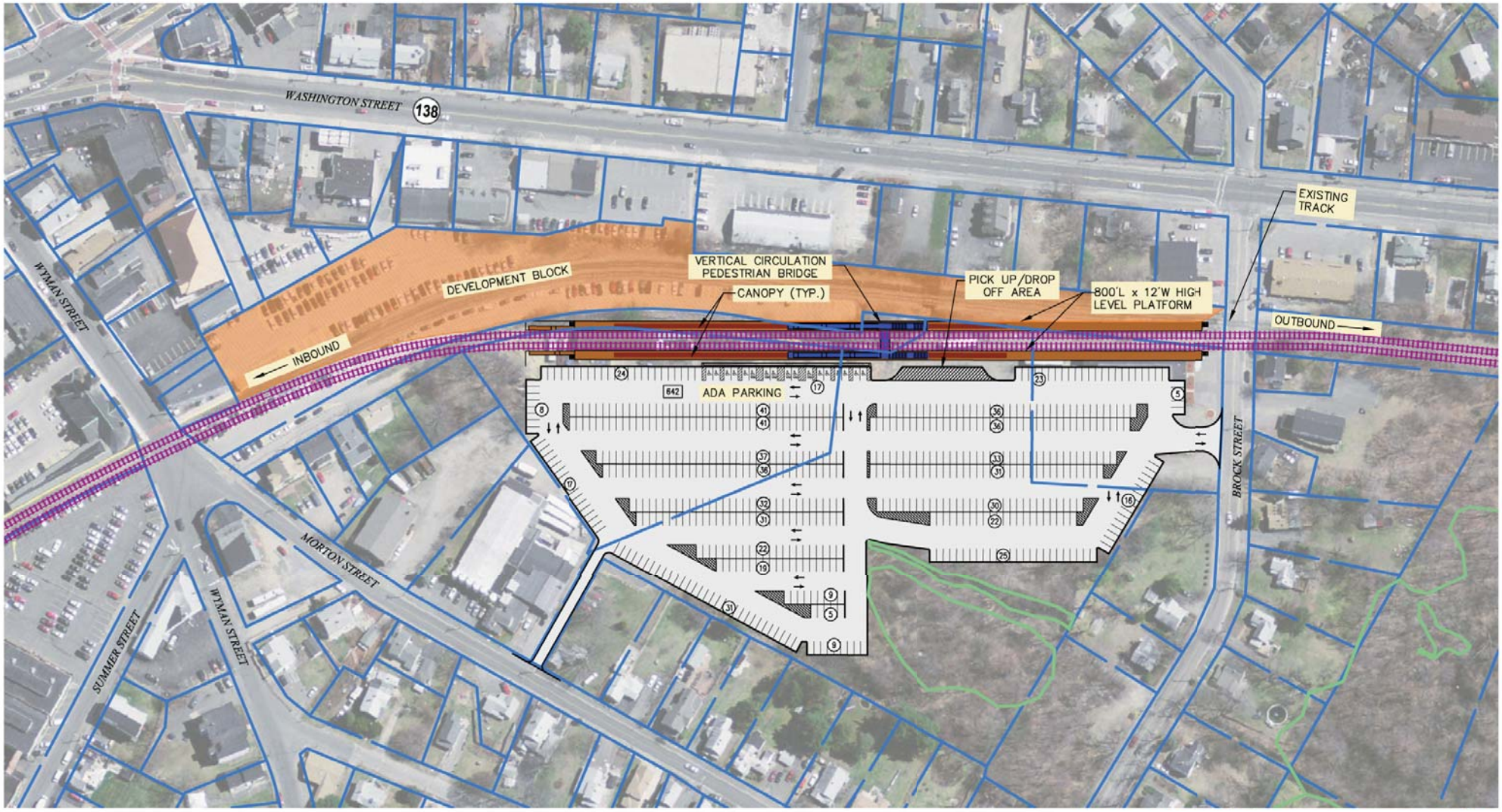
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-20

Canton Center Station

Proposed Reconstruction



Parking Summary

	EXISTING	PROPOSED
STANDARD SPACES	535	619
ACCESSIBLE SPACES	10	17
TOTAL SPACES	545	636

Legend

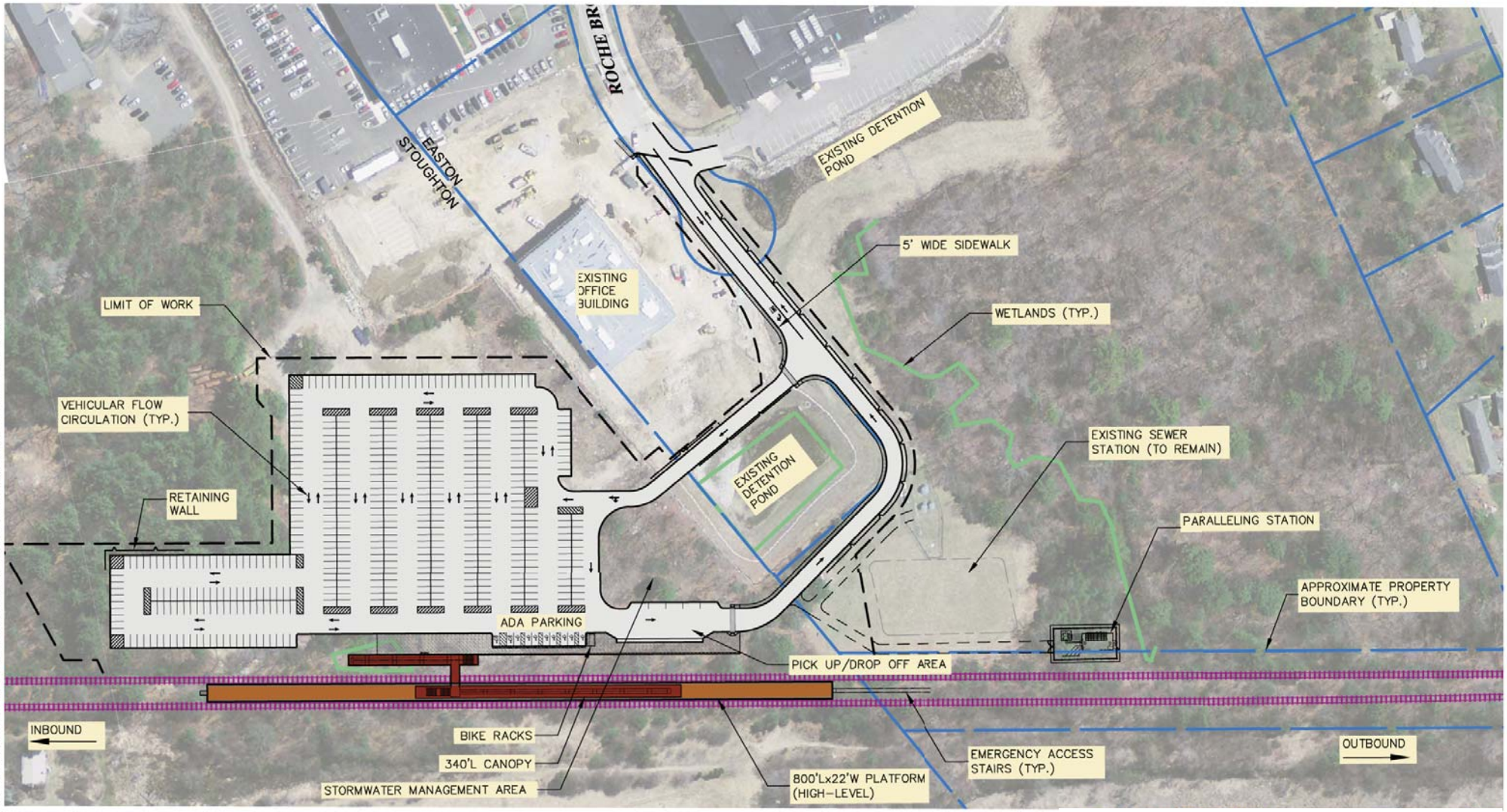
- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands
- Development Block

0 60 120 Feet

Figure 3.2-21

Stoughton Station

Proposed Reconstruction



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0 60 120 Feet

Parking Summary Chart

STANDARD SPACES	491
ACCESSIBLE SPACES	10
TOTAL SPACES	501

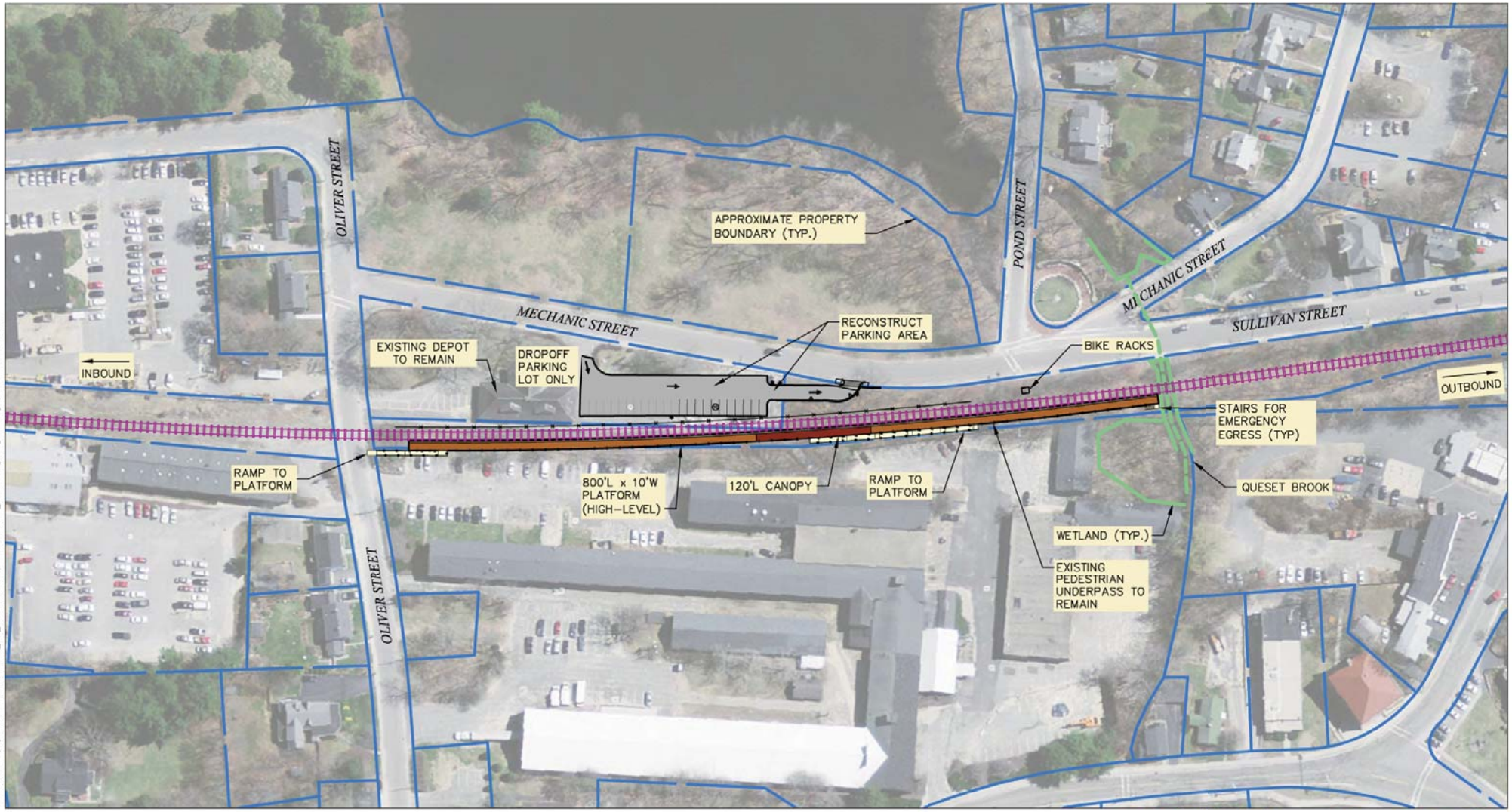
Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*
- *Wetlands*

Figure 3.2-22

North Easton Station

Conceptual Station Design



\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_EastonVillage.dwg Printing Date: 11/7/2012 1:42 PM

Parking Summary Chart

STANDARD SPACES	0
ACCESSIBLE SPACES	0
TOTAL SPACES	12

Legend

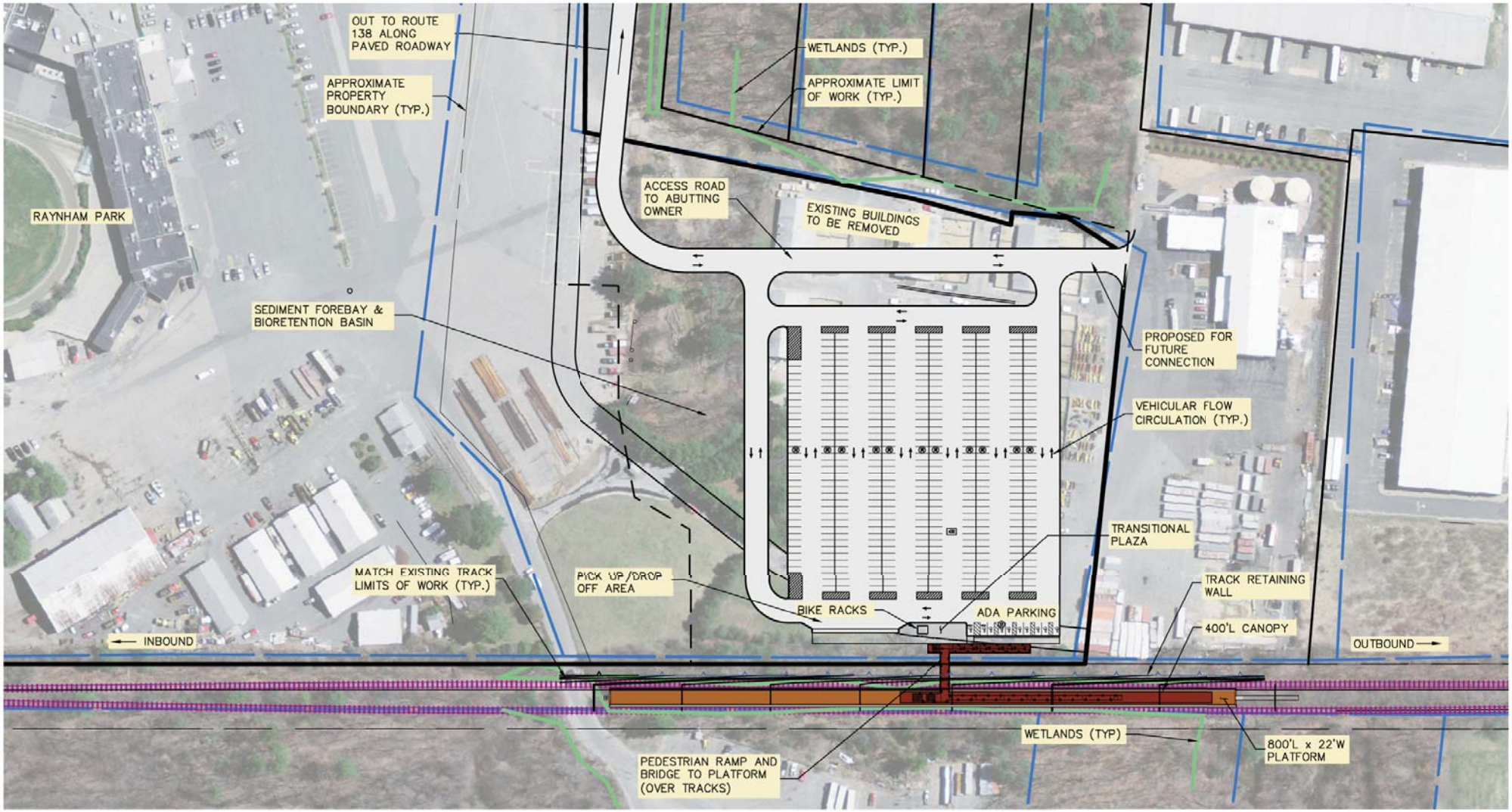
- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

0 50 100 Feet

Figure 3.2-23

Easton Village Station

Conceptual Station Design



\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_ERI\Stations\Graphics\CAD\10111_RaynhamPark.dwg Printing Date: 11/7/2012 1:45 PM

0 60 120 Feet

Parking Summary Chart

STANDARD SPACES	422
ACCESSIBLE SPACES	10
TOTAL SPACES	432

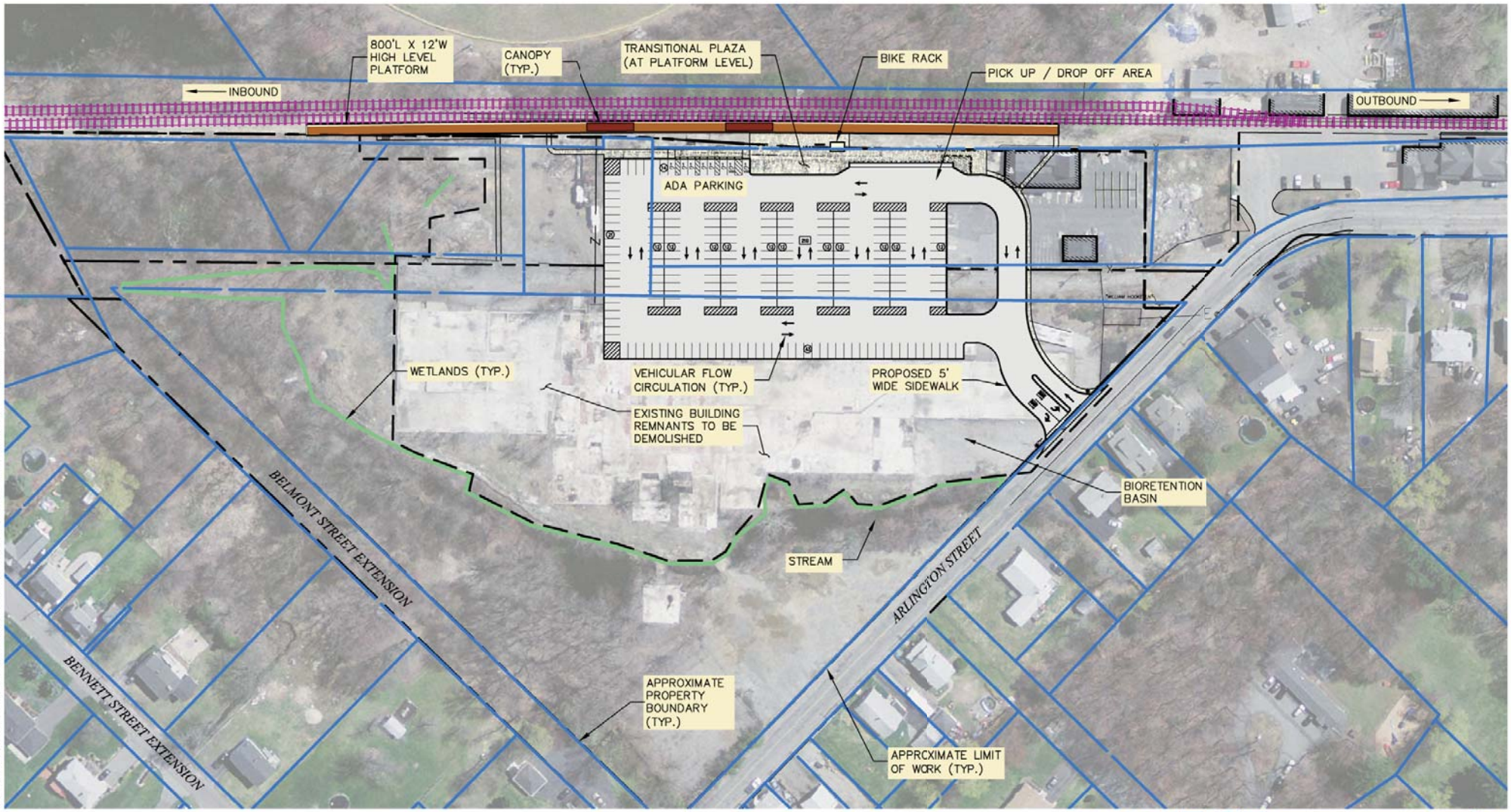
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-24

Raynham Park Station

Conceptual Station Design



0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	202
ACCESSIBLE SPACES	8
TOTAL SPACES	210

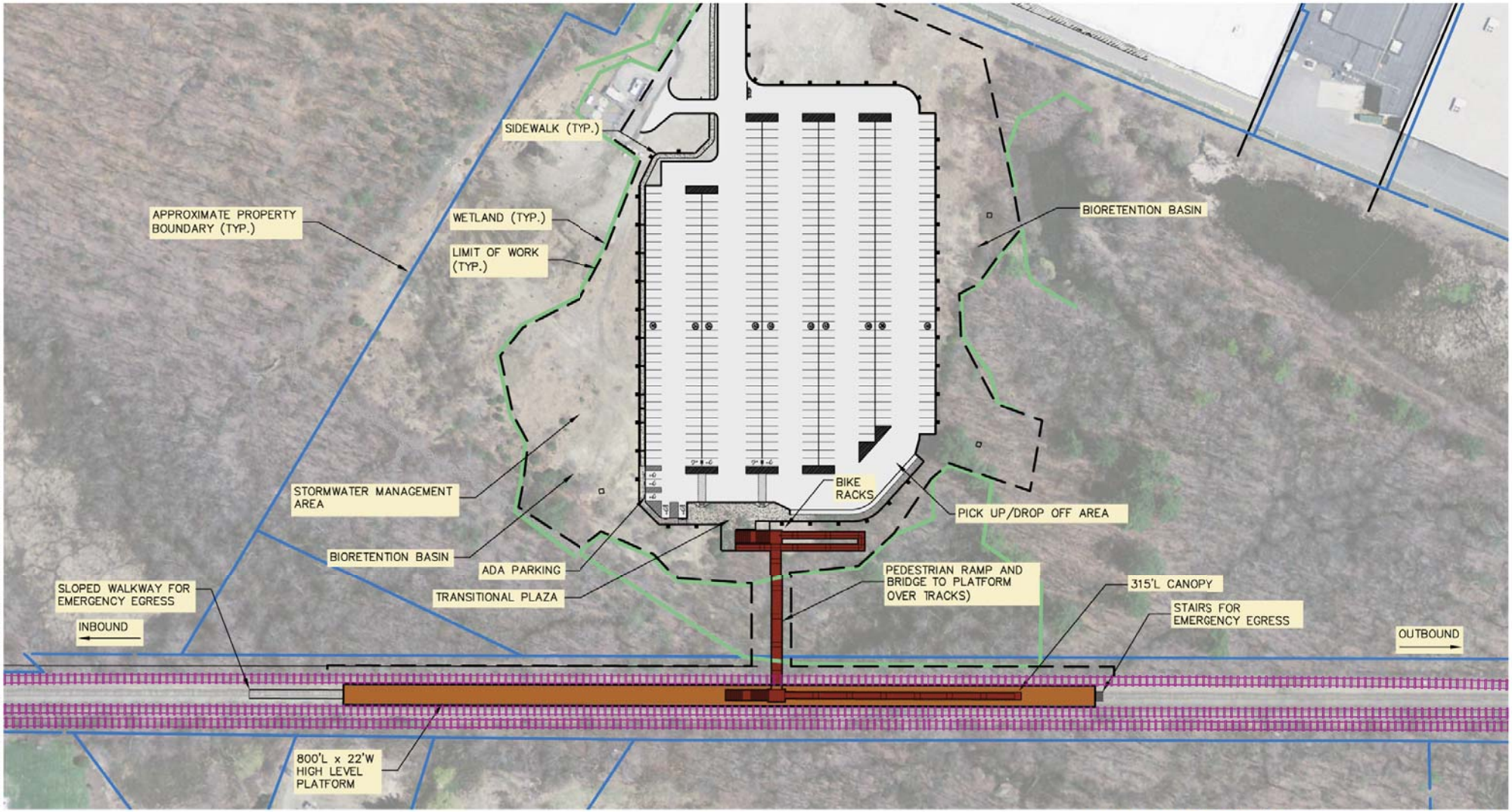
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-25

Taunton Station

Conceptual Station Design



\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_TauntonDepot.dwg Printing Date: 11/7/2012 1:53 PM

0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	389
ACCESSIBLE SPACES	9
TOTAL SPACES	398

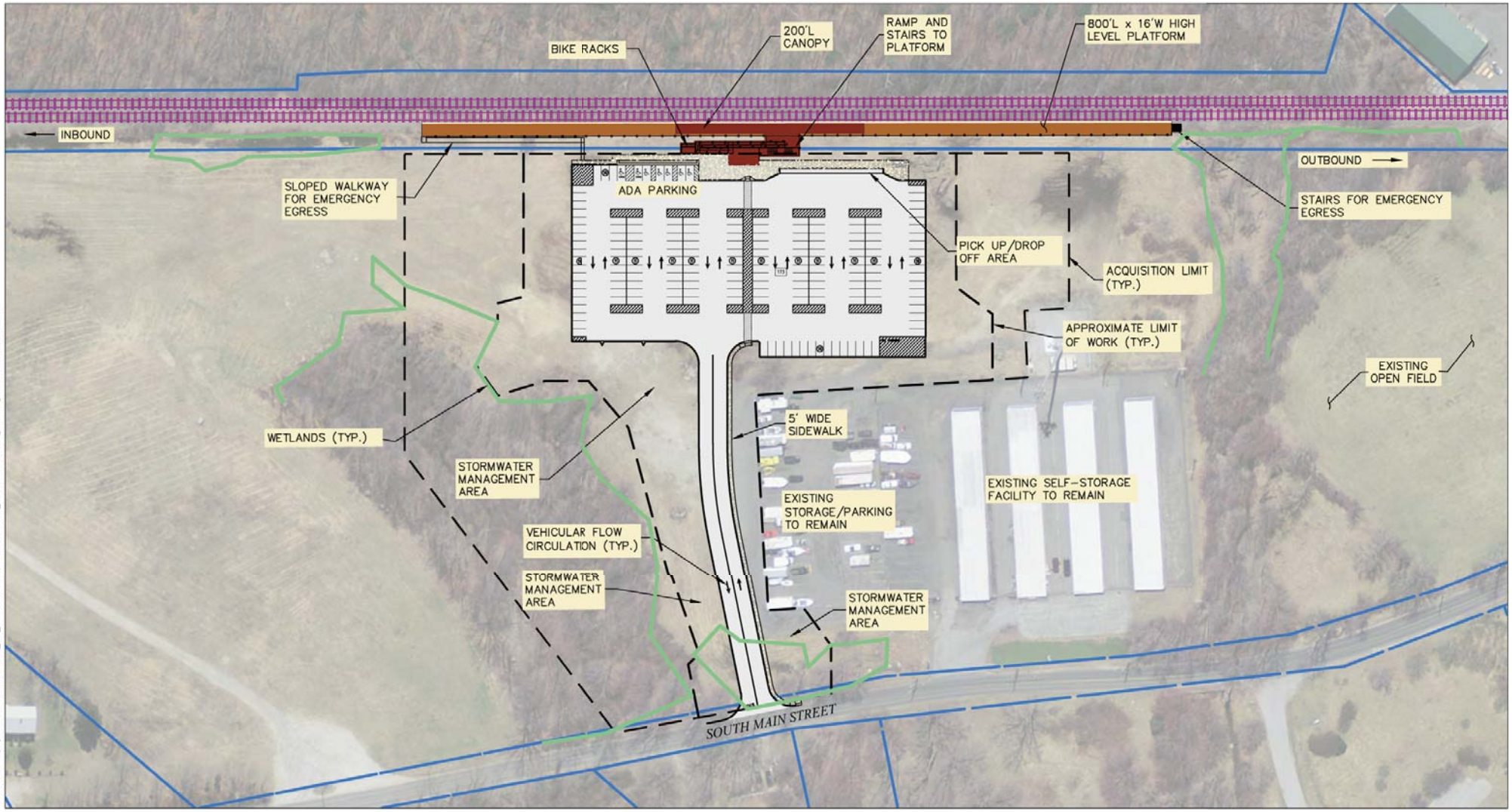
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-26

Taunton Depot Station

Conceptual Station Design



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Parking Summary Chart

STANDARD SPACES	166
ACCESSIBLE SPACES	7
TOTAL SPACES	173

Legend

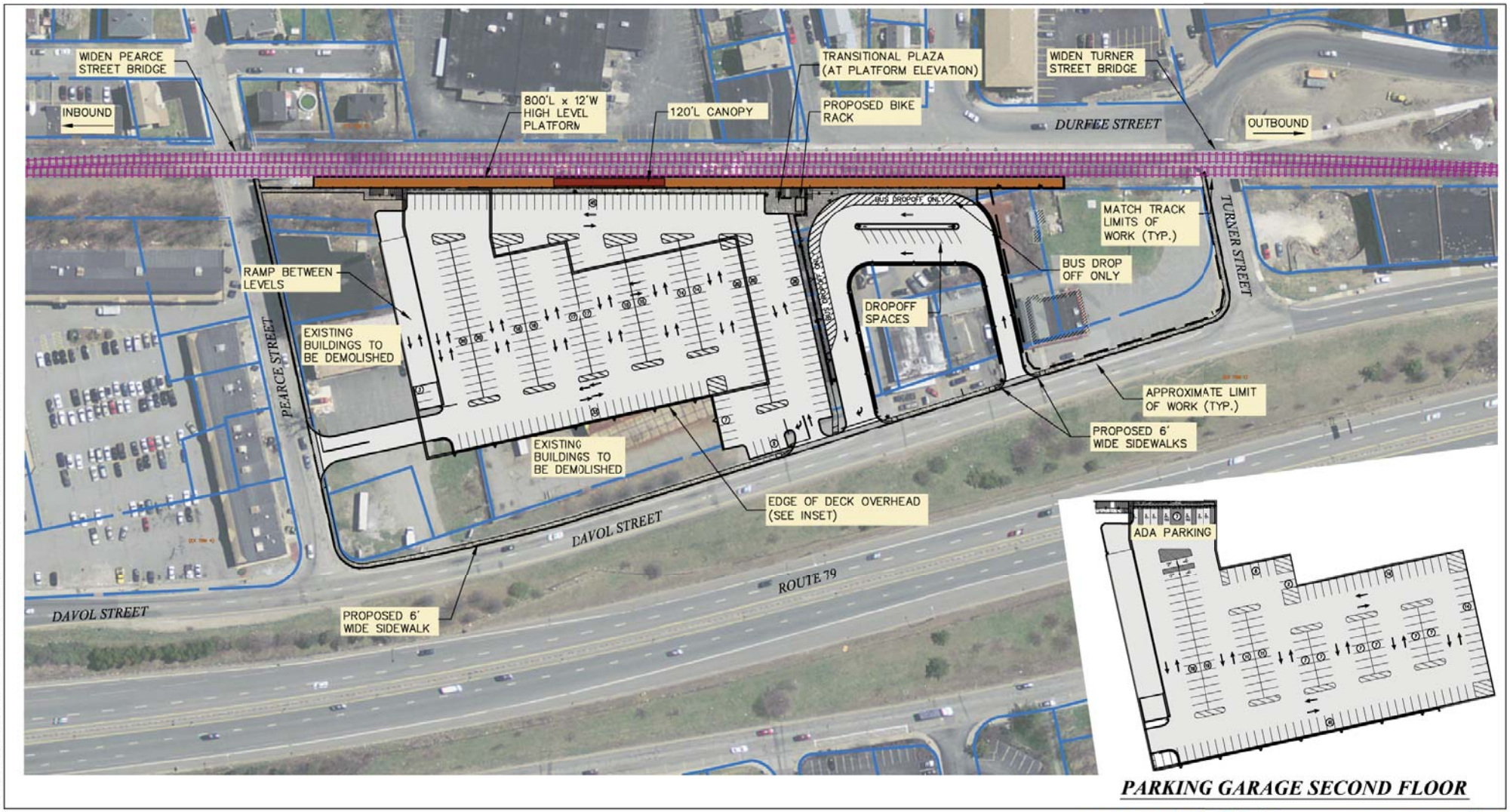
- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

0 50 100 Feet

Figure 3.2-27

Freetown Depot Station

Conceptual Station Design



\\MABOSDATA\projects\10111 00\tech\FINAL_EIS_EIR\Stations\Graphics\CADs\10111_FallRiverDepot.dwg Printing Date: 11/7/2012 2:09 PM

0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	507
ACCESSIBLE SPACES	11
TOTAL SPACES	518

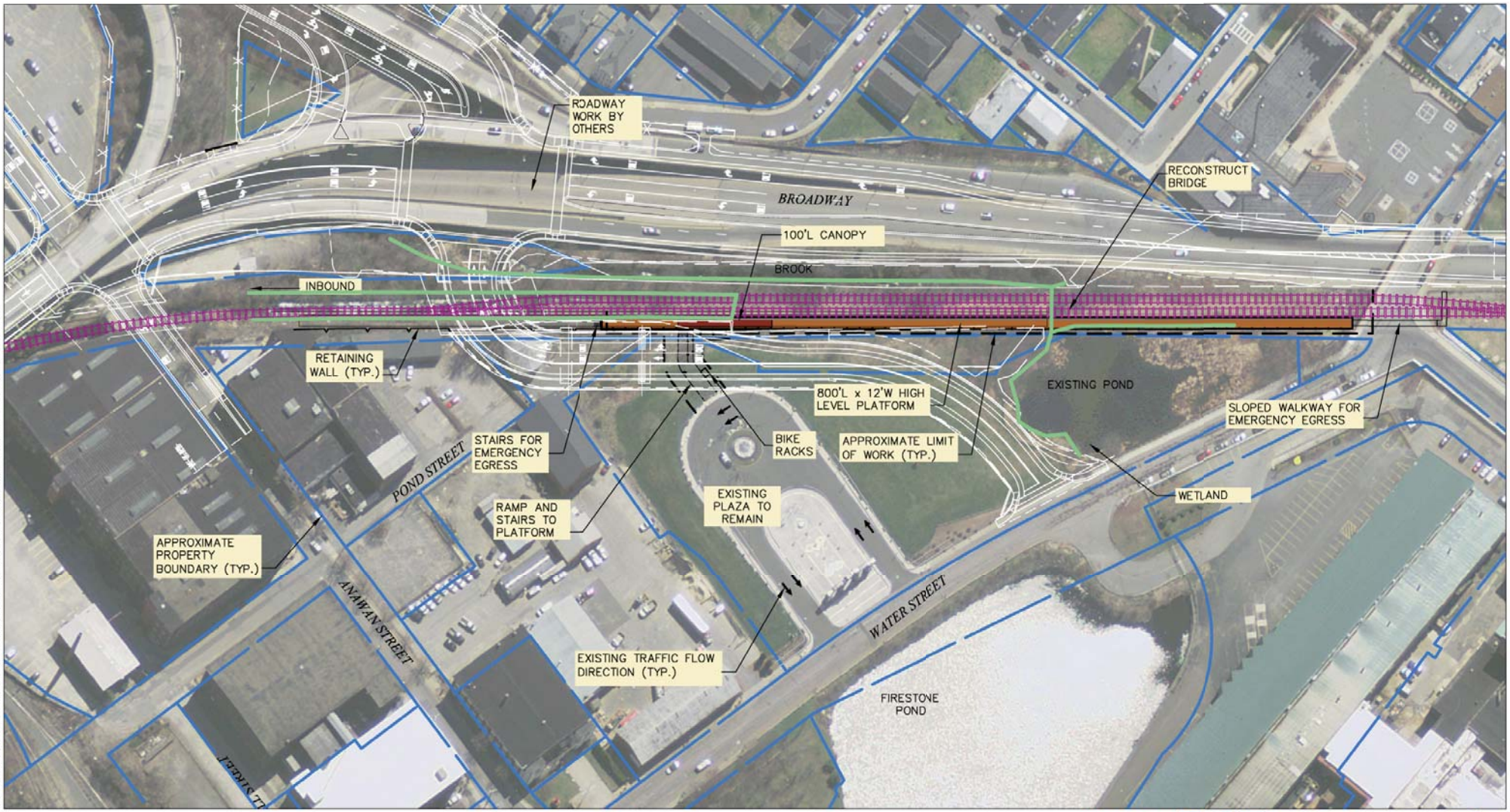
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-28

Fall River Depot Station

Conceptual Station Design



Parking Summary Chart	
STANDARD SPACES	0
ACCESSIBLE SPACES	0
TOTAL SPACES	0

0 50 100 Feet

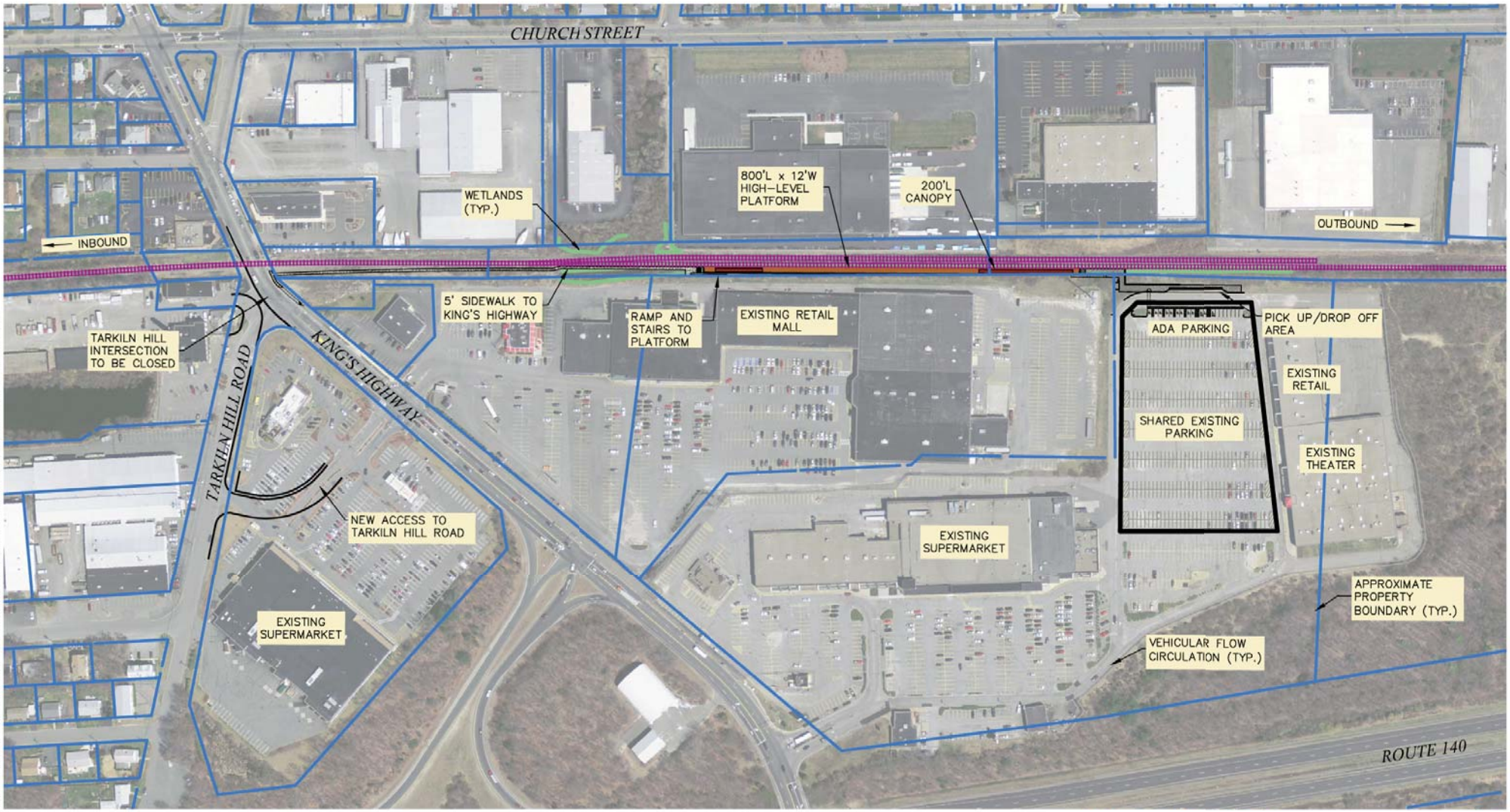
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-29

Batteship Cove Station

Conceptual Station Design



\\MABOSDATA\projects\10111 00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_Kings_Highway.dwg Printing Date: 11/7/2012 2:15 PM

0 100 200 Feet

Parking Summary Chart

STANDARD SPACES	348
ACCESSIBLE SPACES	12
TOTAL SPACES	360

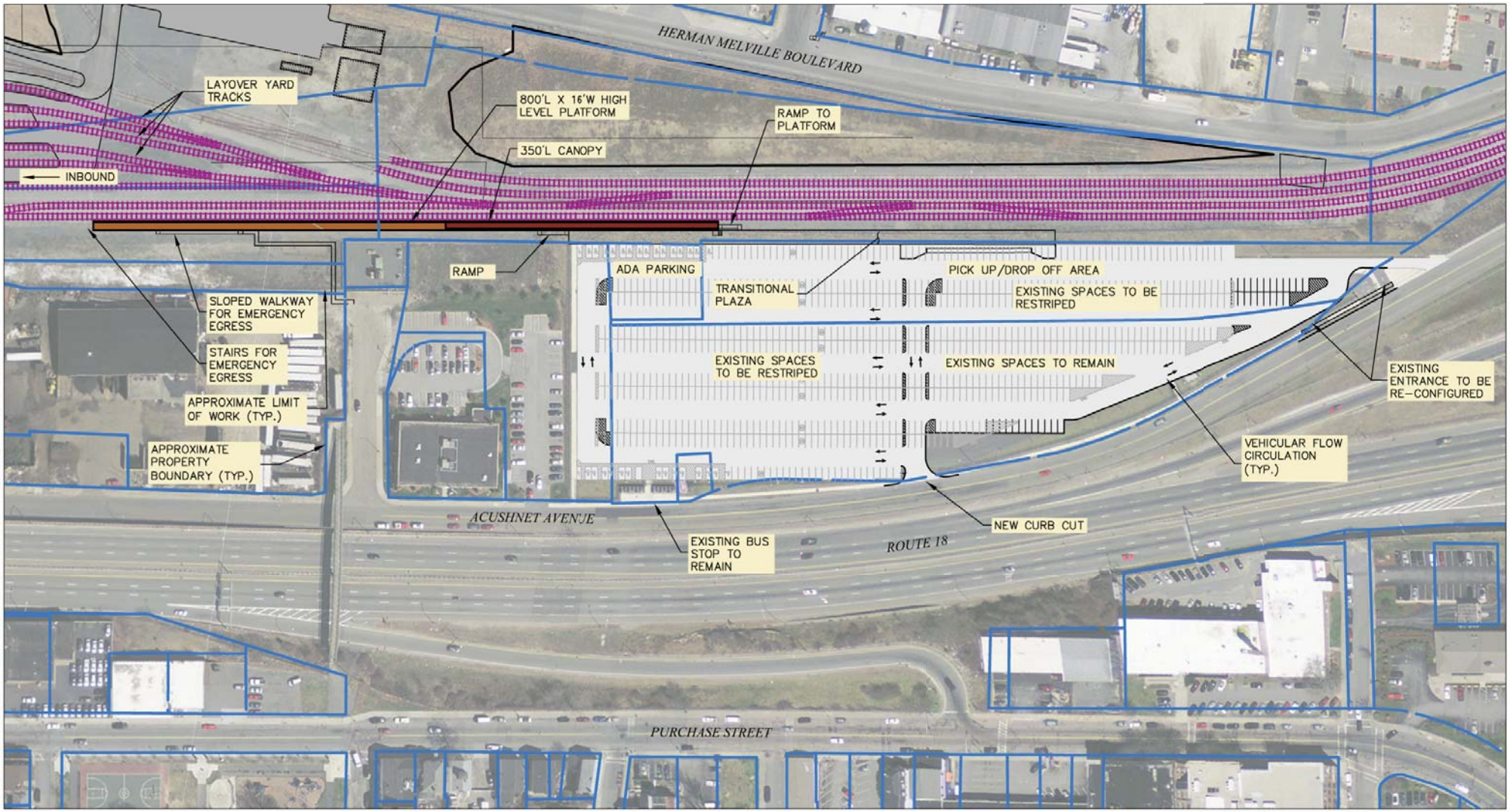
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-30

King's Highway Station

Conceptual Station Design



\\MABOSDATA\projects\10111 00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_WhalesTooth.dwg Printing Date: 11/7/2012 2:19 PM

0 60 120 Feet

Parking Summary Chart

STANDARD SPACES	716
ACCESSIBLE SPACES	32
TOTAL SPACES	748

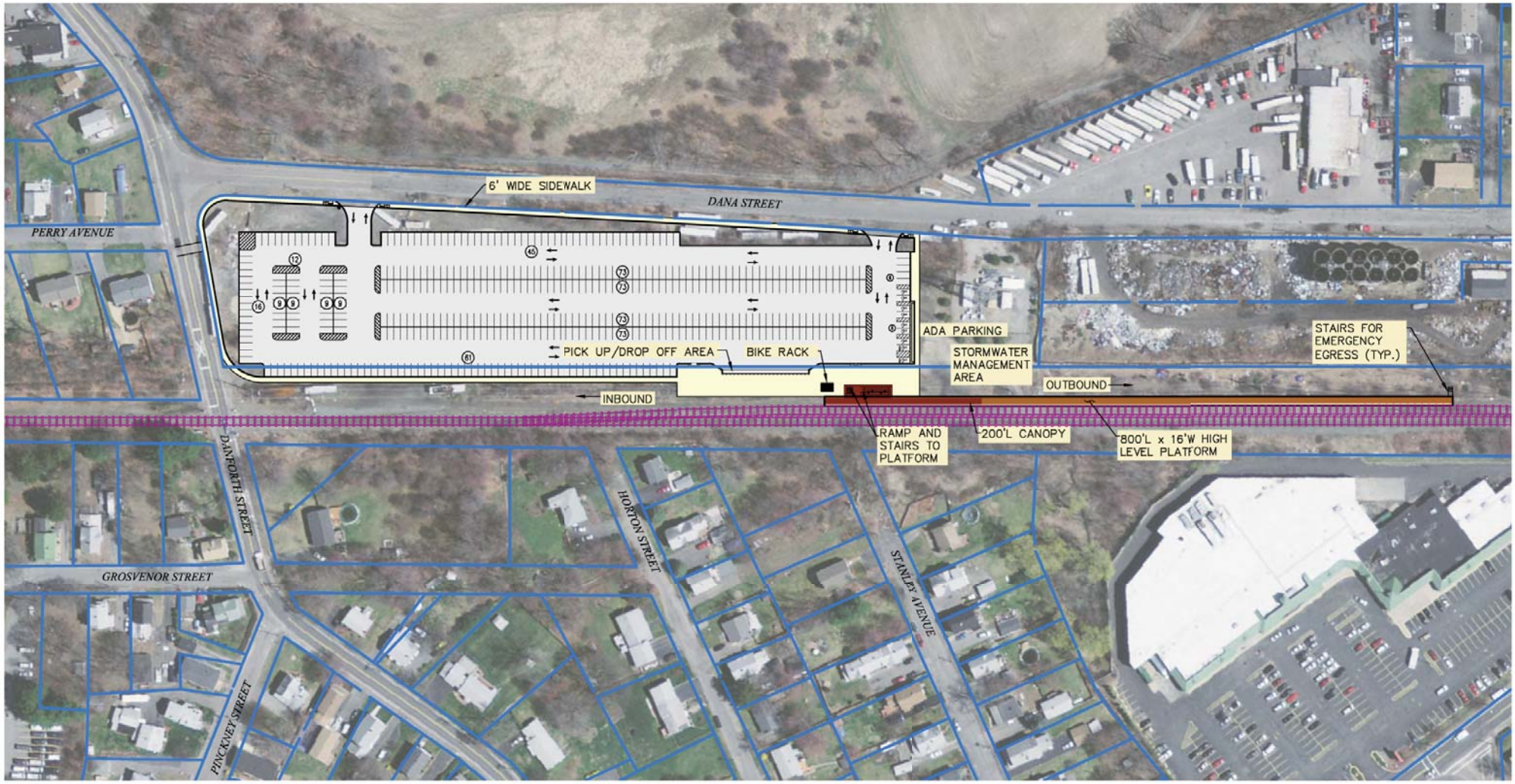
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-31

Whale's Tooth Station

Conceptual Station Design



\\MABOSDAT\Aprojects\101111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\101111PR_DanaStreetWhitenton_Station.dwg Printing Date: 11/7/2012 2:52 PM

0 60 120 Feet

Parking Summary Chart

STANDARD SPACES	468
ACCESSIBLE SPACES	9
TOTAL SPACES	477

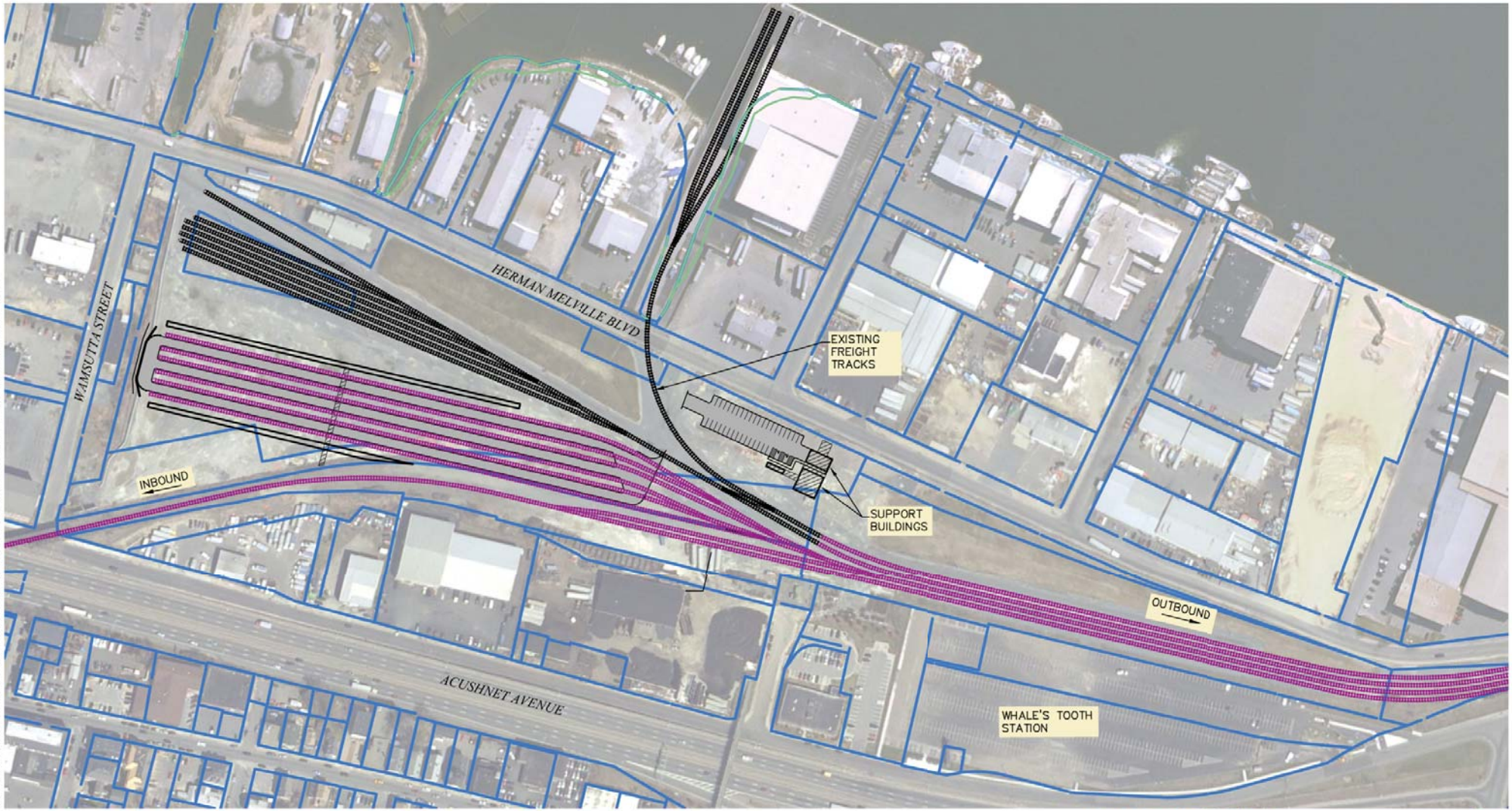
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property

Figure 3.2-32

Dana Street Station

Conceptual Station Design



\\MABOSDATA\Projects\10111 DO\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111PR-NewBedford_Wamsutta.dwg Printing Date: 1/17/2012 2:56 PM

0 100 200 Feet

Parking Summary Chart	
STANDARD SPACES	37
ACCESSIBLE SPACES	2
TOTAL SPACES	39

Legend

- Proposed Track
- Retaining Wall
- Wetlands
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-33

New Bedford Main Line

Wamsutta Layover Facility



\\MABOSDAT\Abrojects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_FallRiver_WeaversCove.dwg Printing Date: 11/7/2012 3:13 PM

0 100 200 Feet

Parking Summary Chart	
STANDARD SPACES	39
ACCESSIBLE SPACES	2
TOTAL SPACES	41

Legend

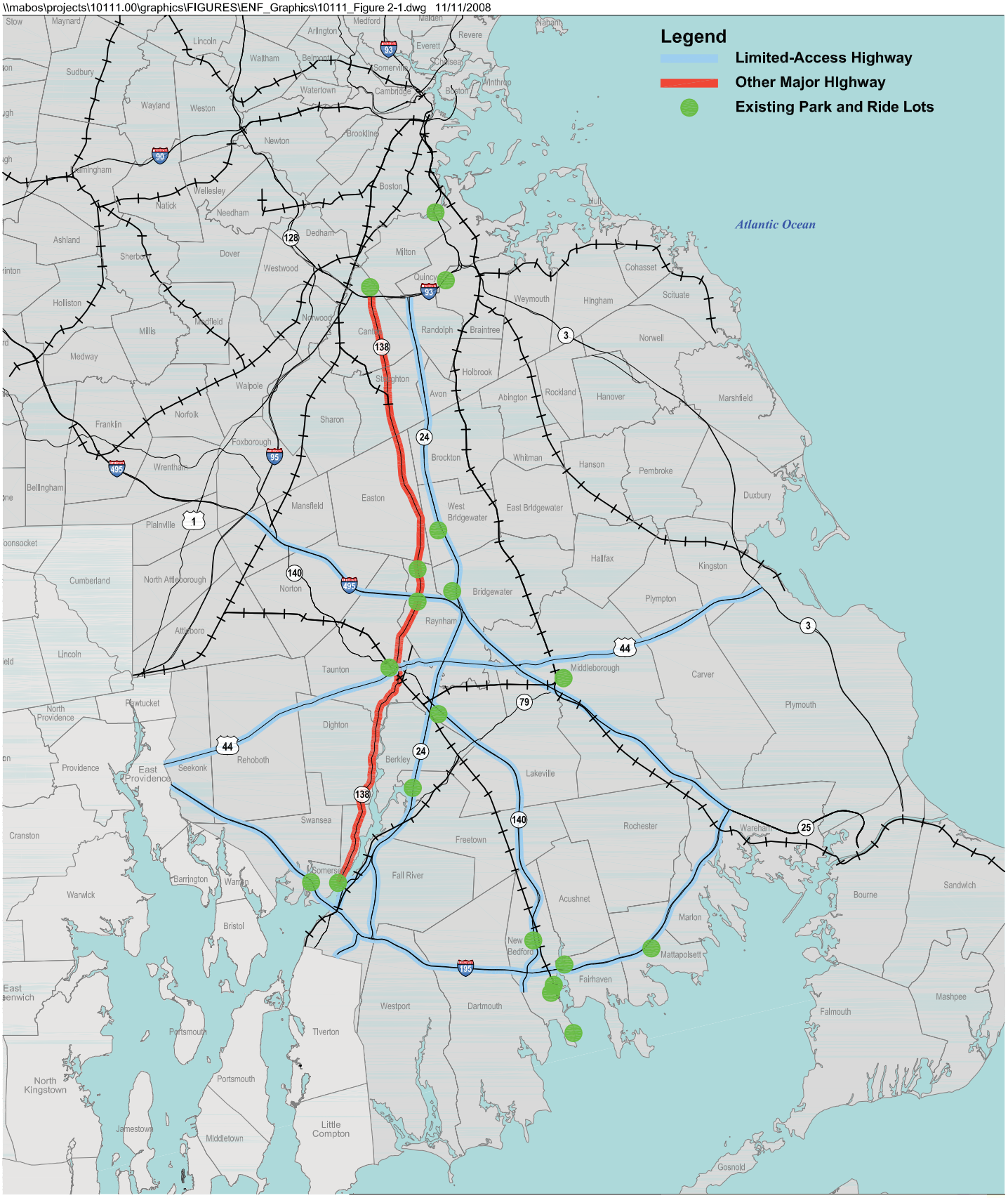
- Proposed Track
- Retaining Wall
- Wetlands
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-34

Fall River Secondary

Weaver's Cove East Layover Facility

\\mabos\projects\10111.00\graphics\FIGURES\ENF_Graphics\10111_Figure 2-1.dwg 11/11/2008



EOT

0 4 8 Miles

Source: MassGIS

Prepared By: Vanasee Hangen Brustlin, Inc.

Figure 4.1-1
Existing Highway
Transportation System

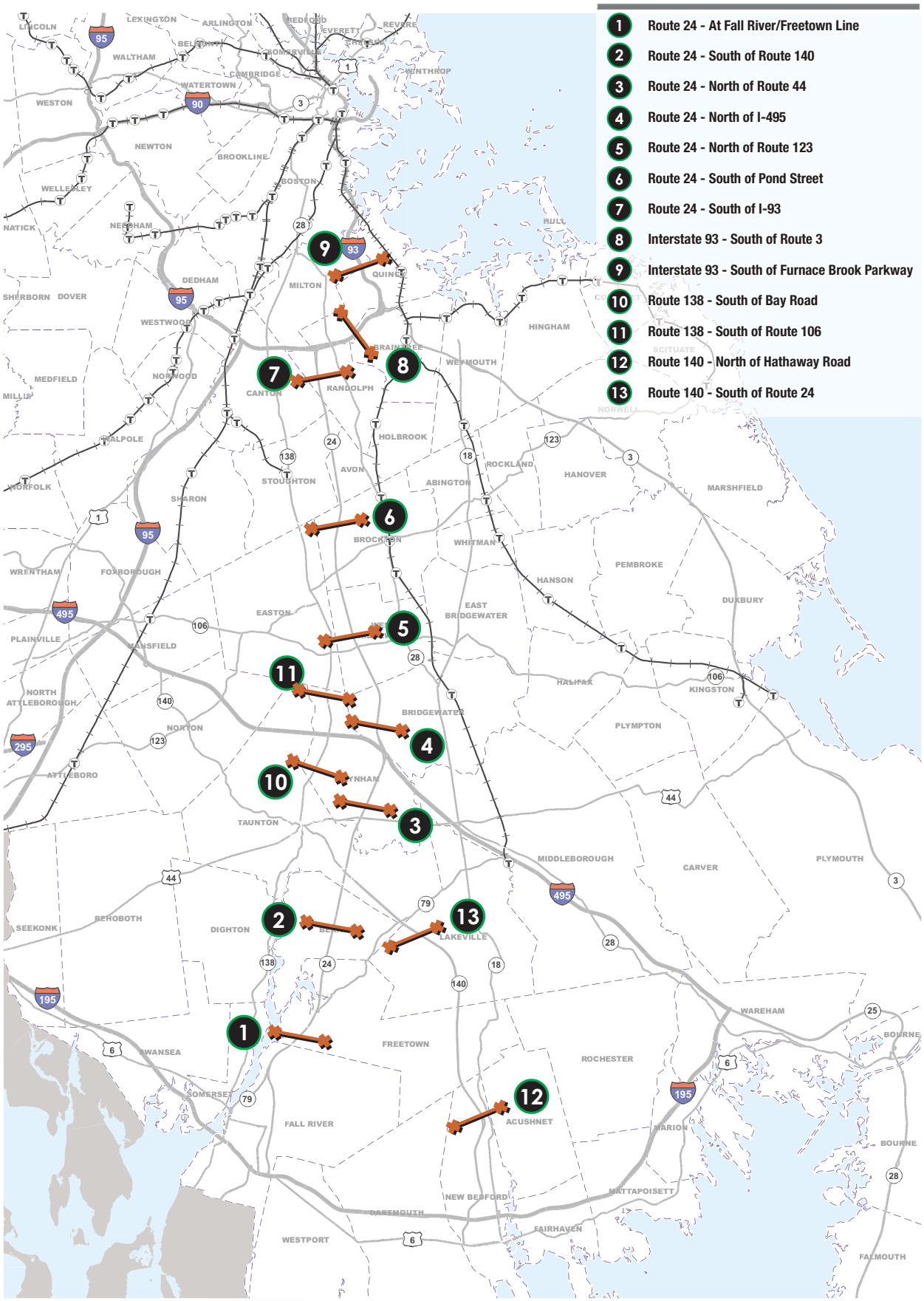
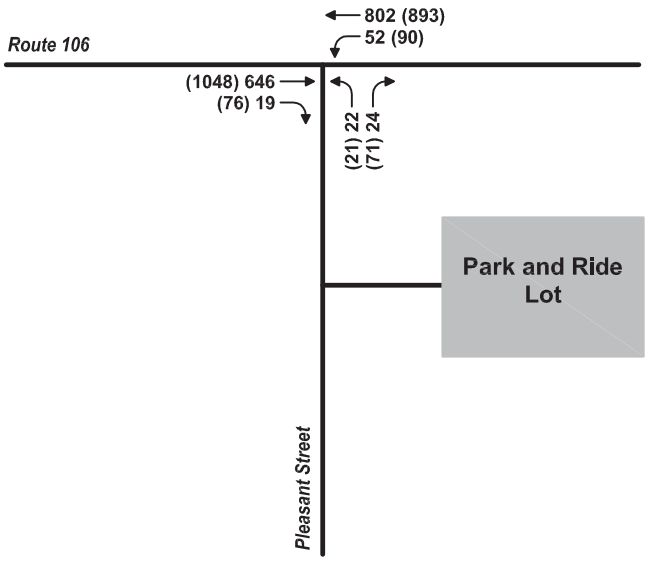


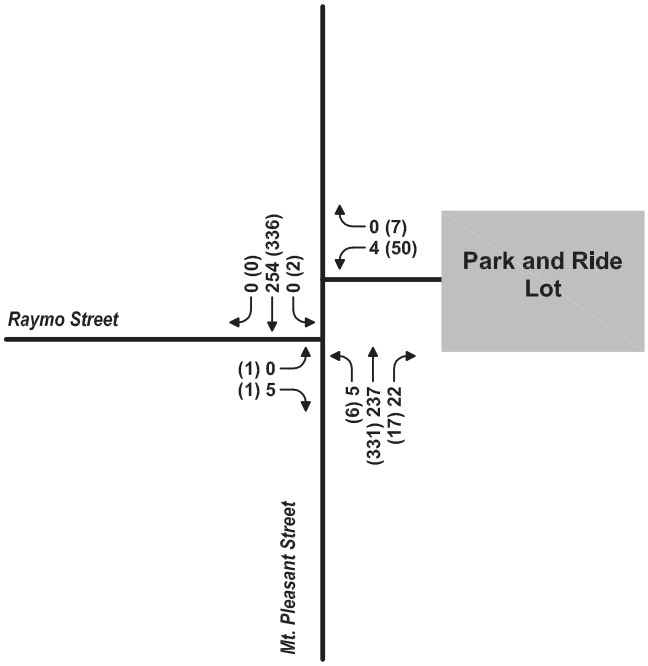
Figure 4.1-2

Regional ATR Locations

Legend:
xx Morning
(xx) Evening



West Bridgewater



New Bedford

\\Mabos\projects\10111.00\graphics\FIGURES\Traffic\Park and Ride.dwg Printing Date: 1/22/2009

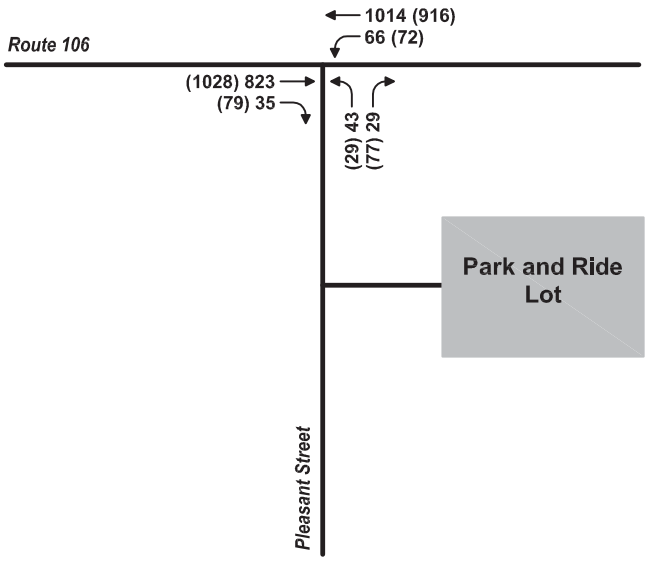
Not to Scale

Figure 4.1-3

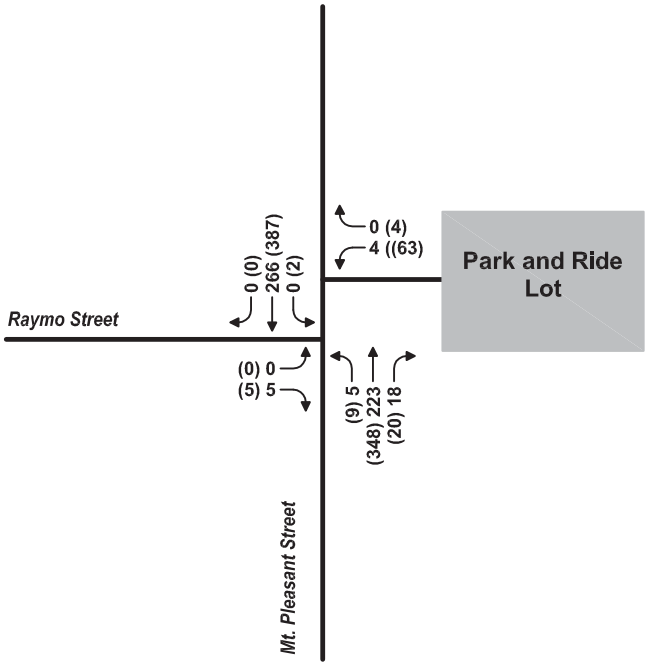
Park and Ride Lots

Existing Summer Weekday Peak Hour Traffic Volumes

Legend:
xx Morning
(xx) Evening



West Bridgewater

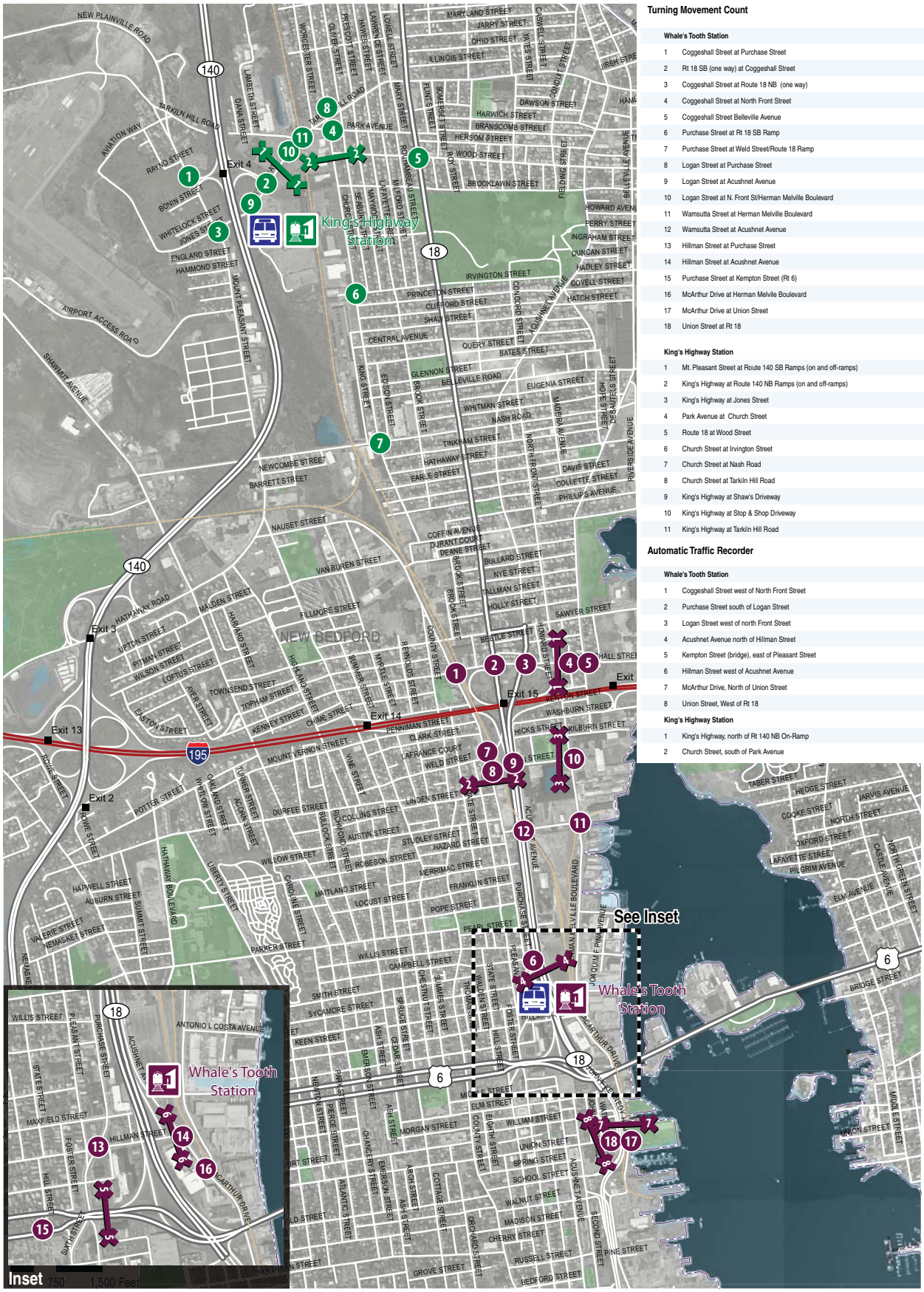


New Bedford

\\Mabos\projects\10111.00\graphics\FIGURES\Traffic\Park and Ride.dwg Printing Date: 1/22/2009

Not to Scale

Figure 4.1-4
Park and Ride Lots
Existing Fall Weekday Peak Hour Traffic Volumes



Turning Movement Count

Whale's Tooth Station	
1	Coggeshall Street at Purchase Street
2	Rt 18 SB (one way) at Coggeshall Street
3	Coggeshall Street at Route 18 NB (one way)
4	Coggeshall Street at North Front Street
5	Coggeshall Street Belleville Avenue
6	Purchase Street at Rt 18 SB Ramp
7	Purchase Street at Weld Street/Route 18 Ramp
8	Logan Street at Purchase Street
9	Logan Street at Acushnet Avenue
10	Logan Street at N. Front St/Herman Melville Boulevard
11	Wamsutta Street at Herman Melville Boulevard
12	Wamsutta Street at Acushnet Avenue
13	Hillman Street at Purchase Street
14	Hillman Street at Acushnet Avenue
15	Purchase Street at Kempton Street (Rt 6)
16	McArthur Drive at Herman Melville Boulevard
17	McArthur Drive at Union Street
18	Union Street at Rt 18

King's Highway Station	
1	Mt. Pleasant Street at Route 140 SB Ramps (on and off-ramps)
2	King's Highway at Route 140 NB Ramps (on and off-ramps)
3	King's Highway at Jones Street
4	Park Avenue at Church Street
5	Route 18 at Wood Street
6	Church Street at Irvington Street
7	Church Street at Nash Road
8	Church Street at Tarkiln Hill Road
9	King's Highway at Shaw's Driveway
10	King's Highway at Stop & Shop Driveway
11	King's Highway at Tarkiln Hill Road

Automatic Traffic Recorder

Whale's Tooth Station	
1	Coggeshall Street west of North Front Street
2	Purchase Street south of Logan Street
3	Logan Street west of north Front Street
4	Acushnet Avenue north of Hillman Street
5	Kempton Street (bridge), east of Pleasant Street
6	Hillman Street west of Acushnet Avenue
7	McArthur Drive, North of Union Street
8	Union Street, West of Rt 18

King's Highway Station	
1	King's Highway, north of Rt 140 NB On-Ramp
2	Church Street, south of Park Avenue

Legend

- Commuter Rail Station Location
- Rapid Bus Station Location
- ATR Count Location
- Turning Movement Count Location

0 750 1,500 Feet

Figure 4.1-5

New Bedford Traffic Count Locations

\\mabos\projects\10111.00\graphics\FIGURES\Traffic\10111map_final- July 16 09.indd p2 17\Jul\09

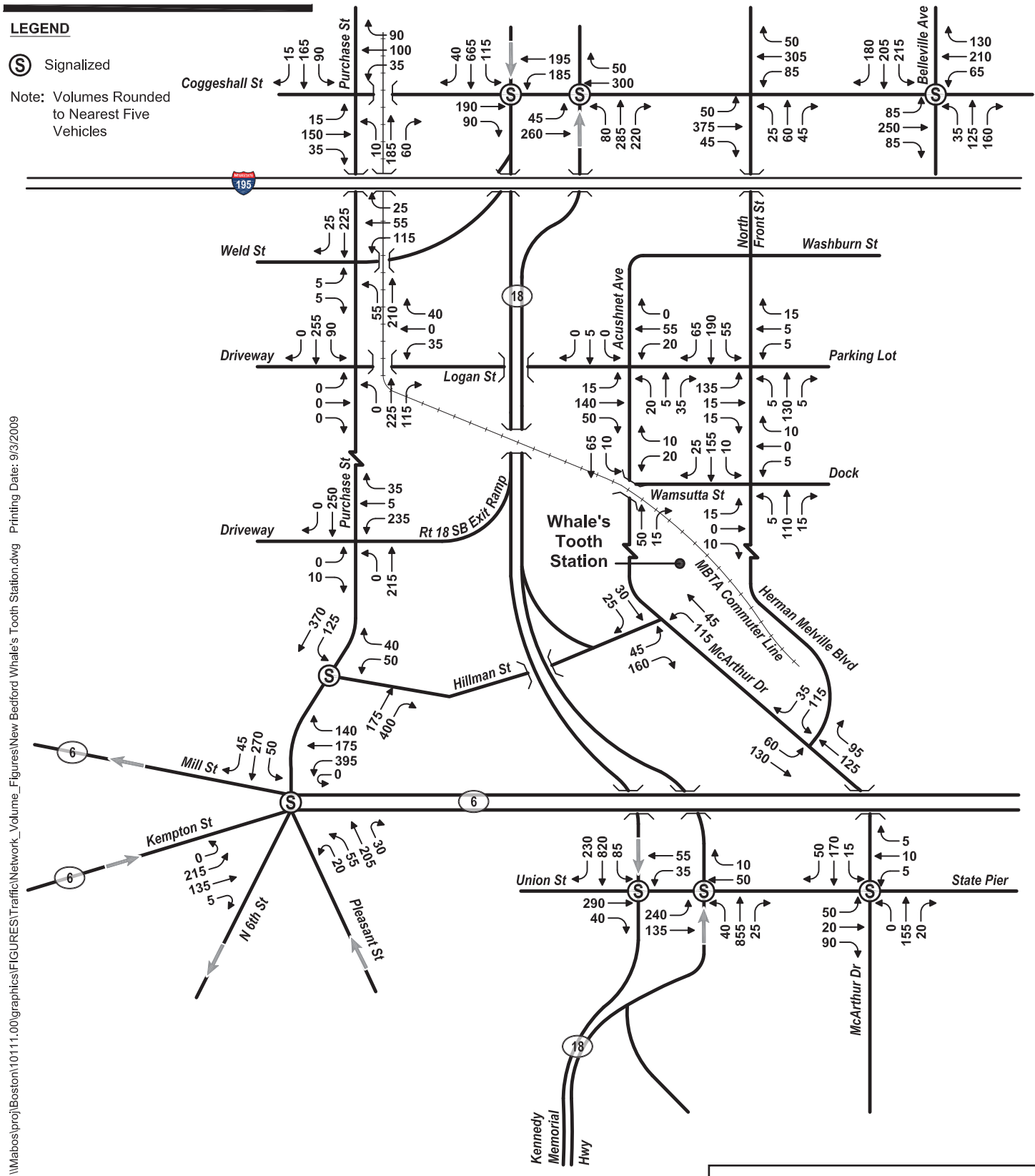


Figure 4.1-6

New Bedford
Whale's Tooth Station

Existing Weekday Morning Peak Hour Traffic Volumes

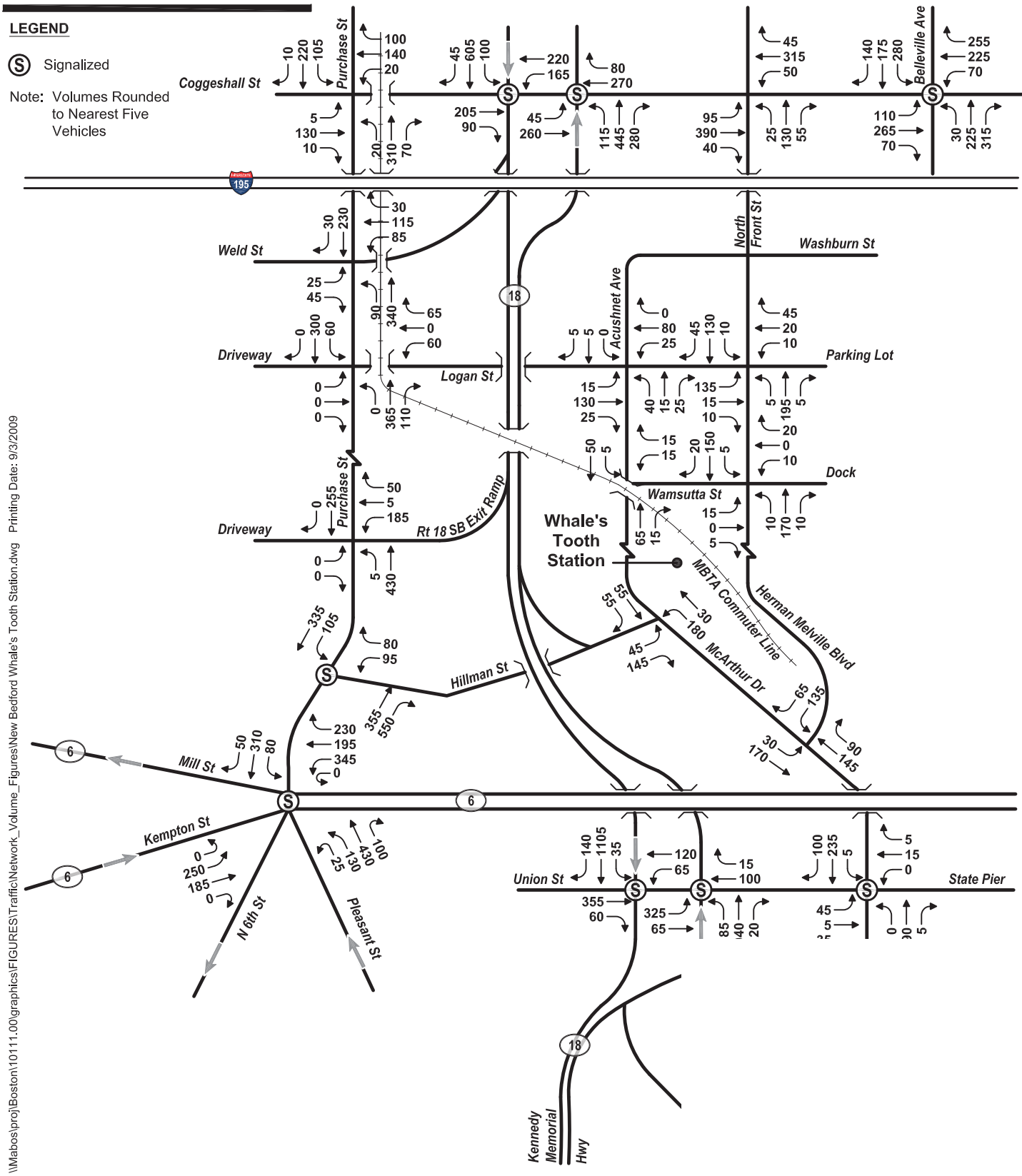


Figure 4.1-7

New Bedford
Whale's Tooth Station

Existing Weekday Evening Peak Hour Traffic Volumes

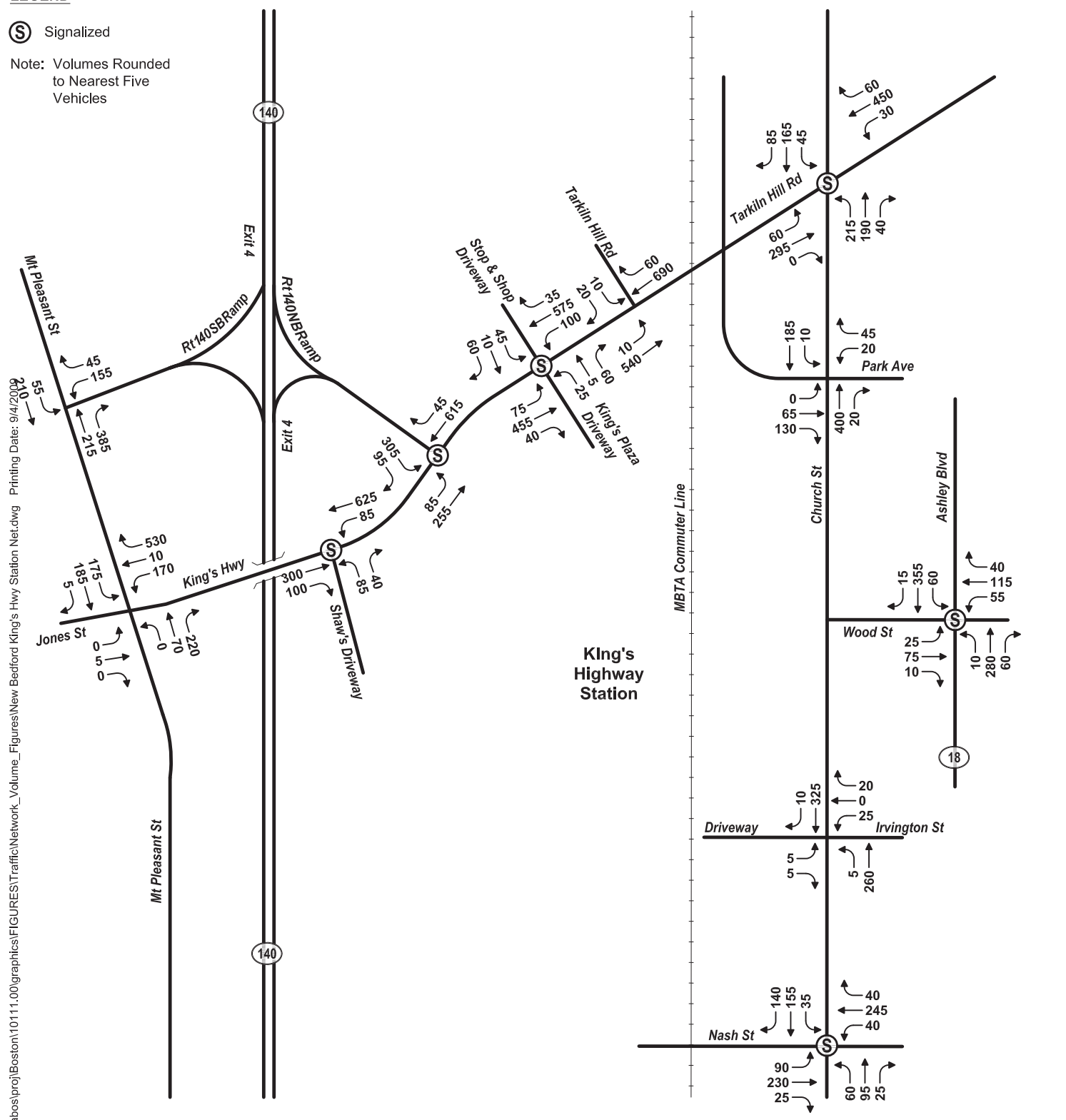
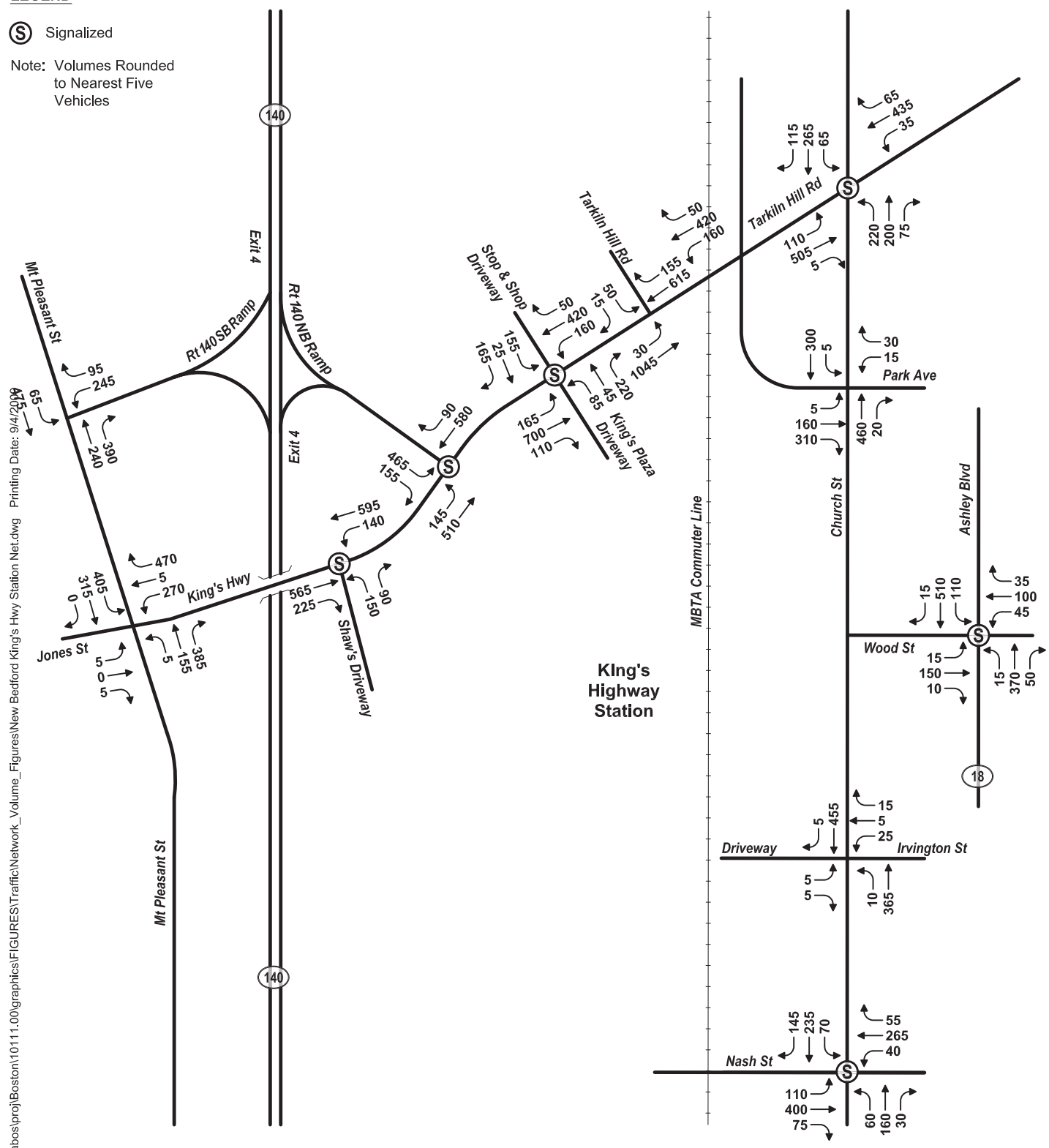


Figure 4.1-8

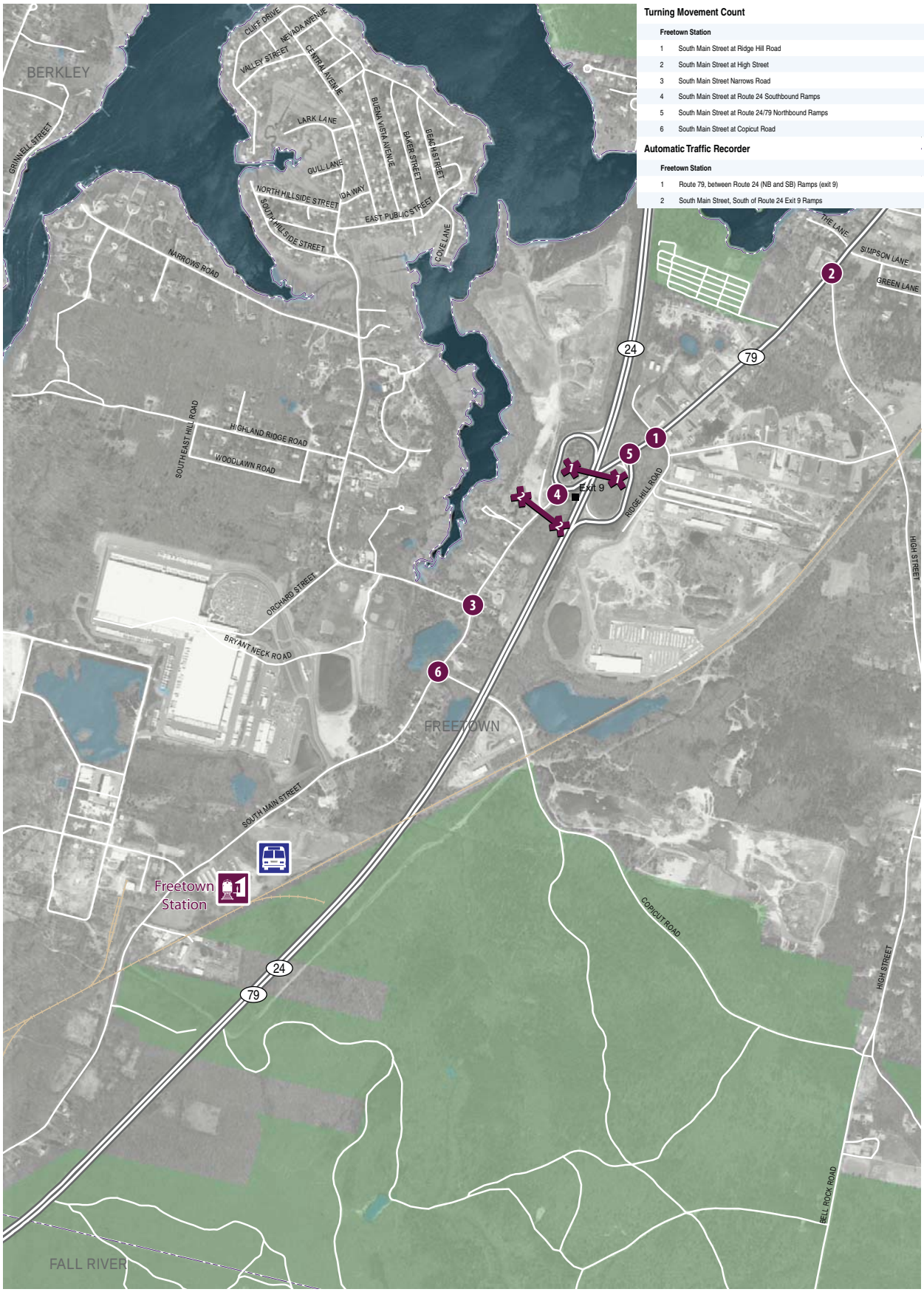
New Bedford
King's Highway Station

Existing Weekday Morning Peak Hour Traffic Volumes



\\Mabos\proj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\New Bedford King's Hwy Station Net.dwg Printing Date: 9/4/2009

Figure 4.1-9
New Bedford King's Highway Station
Existing Weekday Evening Peak Hour Traffic Volumes



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Legend

- Commuter Rail Station Location
- Rapid Bus Station Location
- ATR Count Location
- Turning Movement Count Location

0 500 1,000 Feet

Figure 4.1-10

Freetown Traffic Count Locations

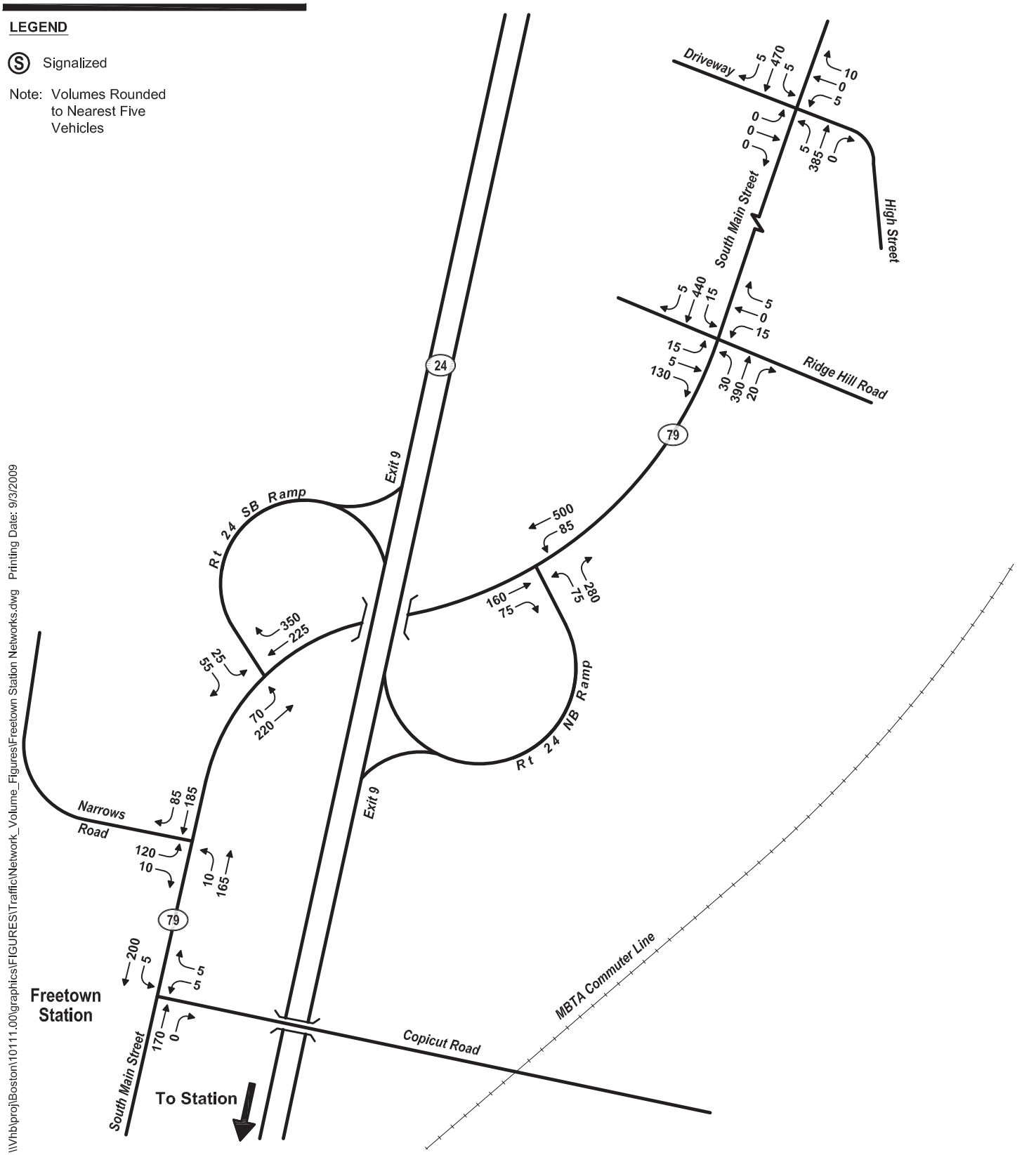


Figure 4.1-11
Freetown Station
Existing Weekday Morning Peak Hour Traffic Volumes

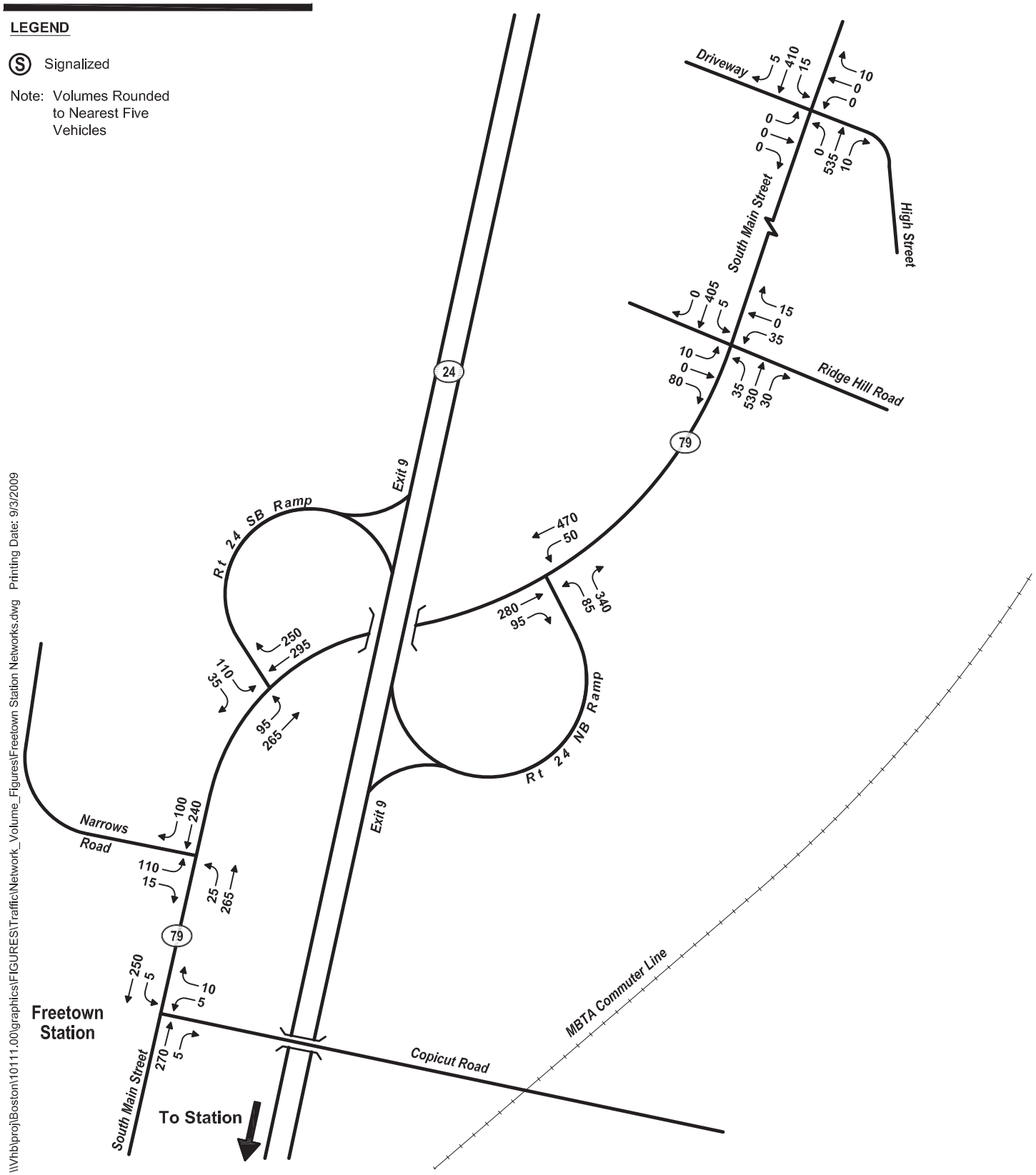
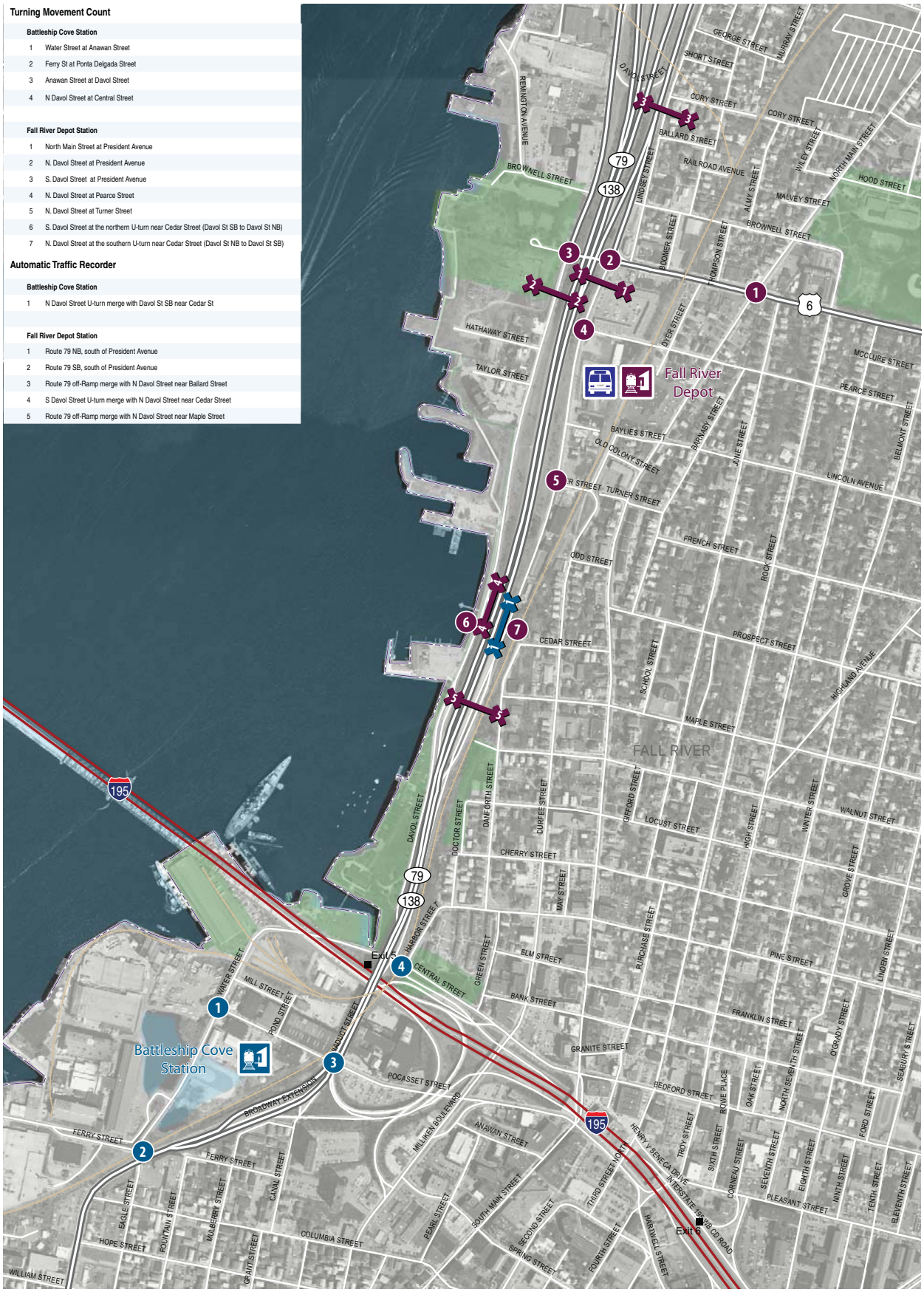


Figure 4.1-12

Freetown Station

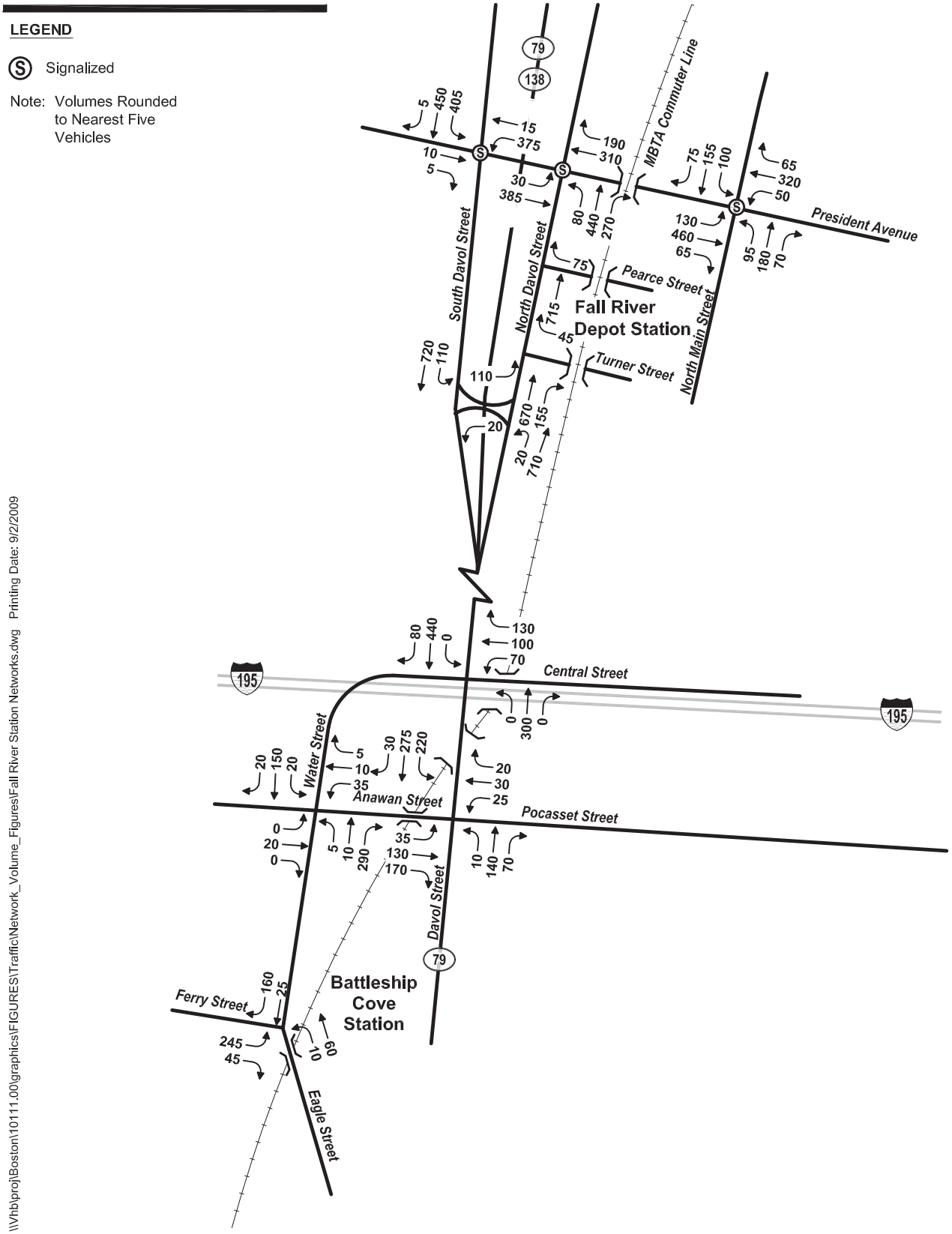
Existing Weekday Evening Peak Hour Traffic Volumes



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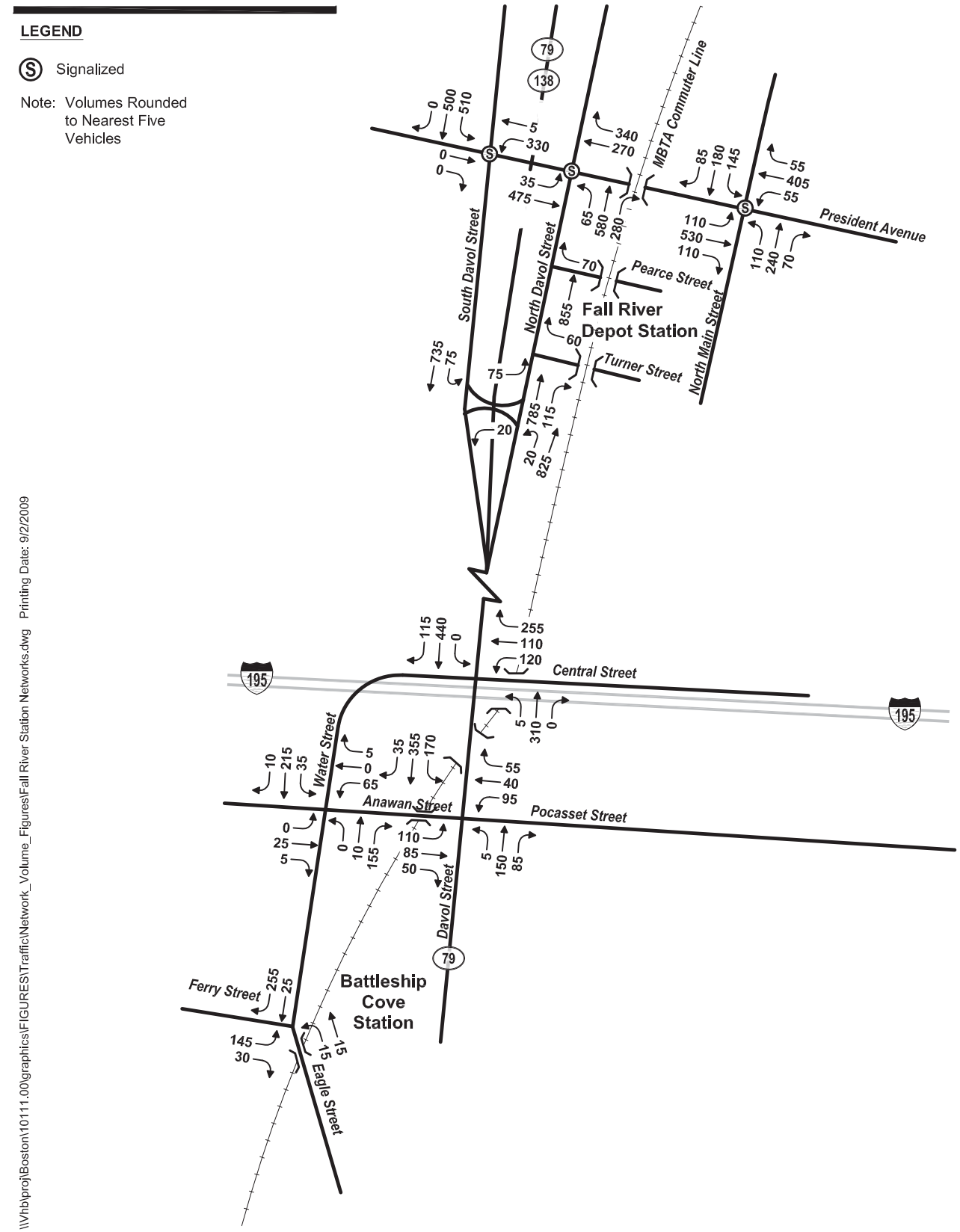
Figure 4.1-13

Fall River Traffic Count Locations



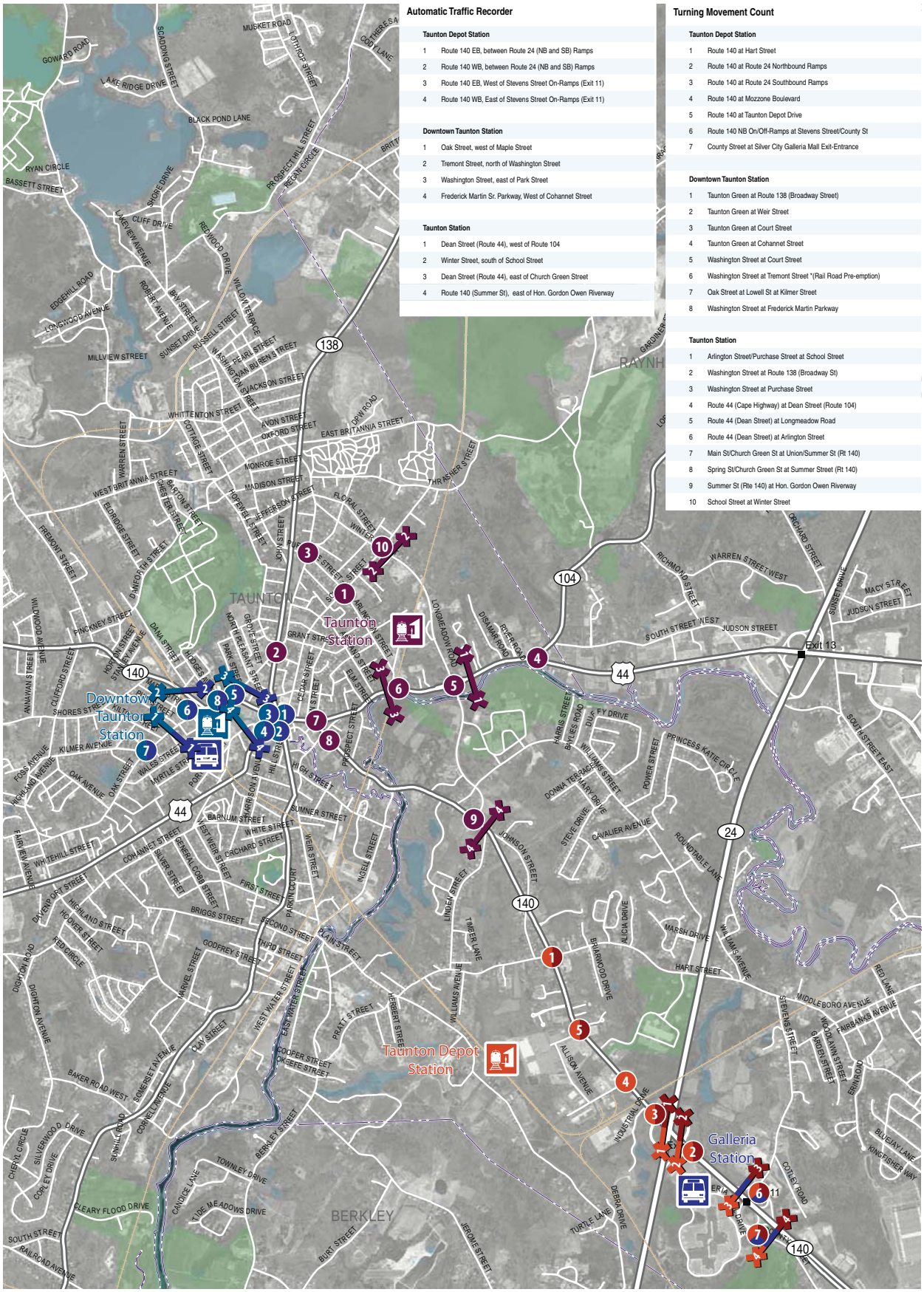
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Figure 4.1-14
Fall River Stations
Existing Weekday Morning Peak Hour Traffic Volumes



\\Vhb\proj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Fall River Station Networks.dwg Printing Date: 9/2/2009

Figure 4.1-15
Fall River Stations
Existing Weekday Evening Peak Hour Traffic Volumes



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Figure 4.1-16

Taunton Traffic Count Locations

Note: Galleria station associated with Rapid Bus Alternative that has been eliminated. Downtown Tauton Station under Whittenton Alternatives has been replaced with a station at Dana Street, see chapter 3.

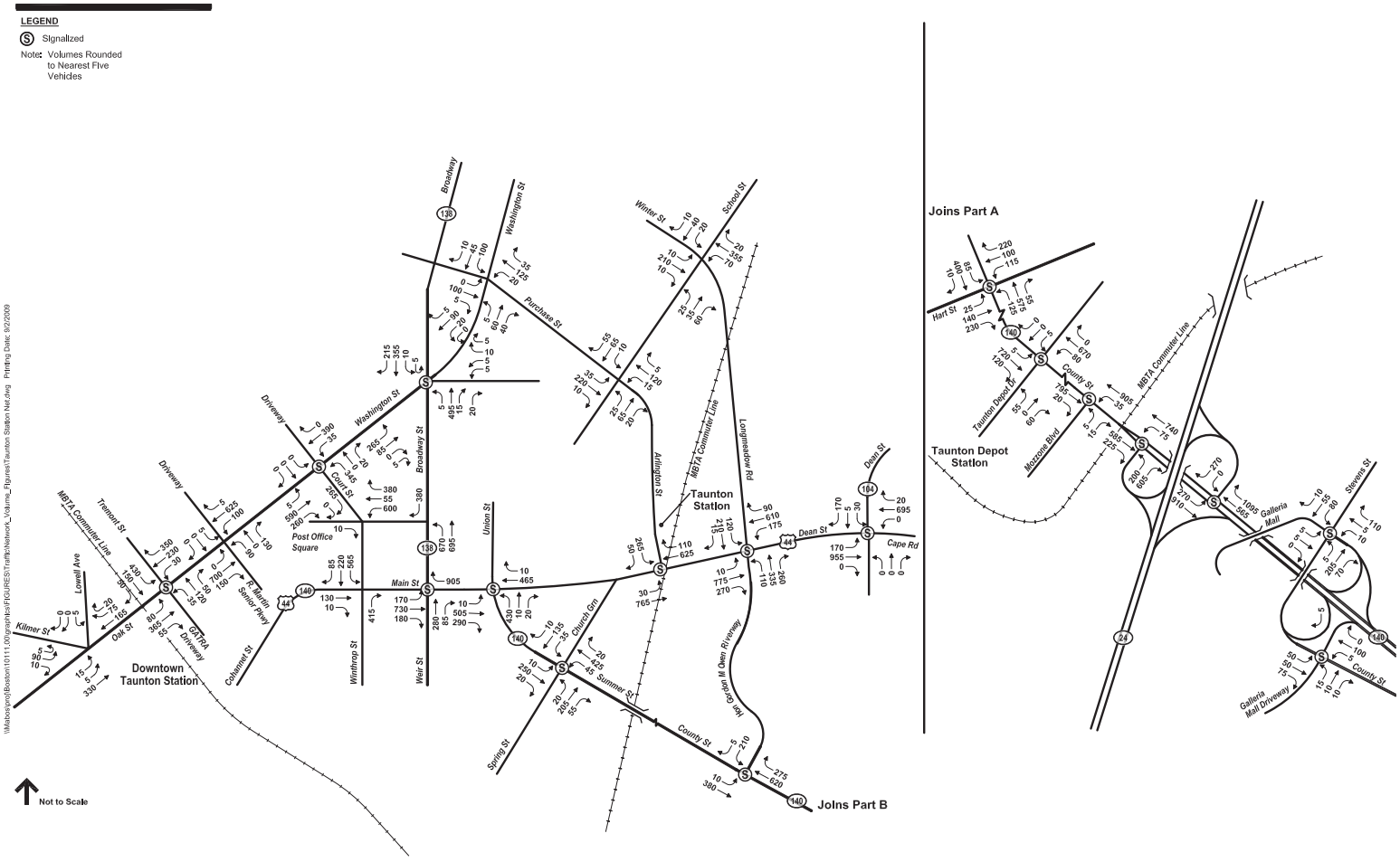
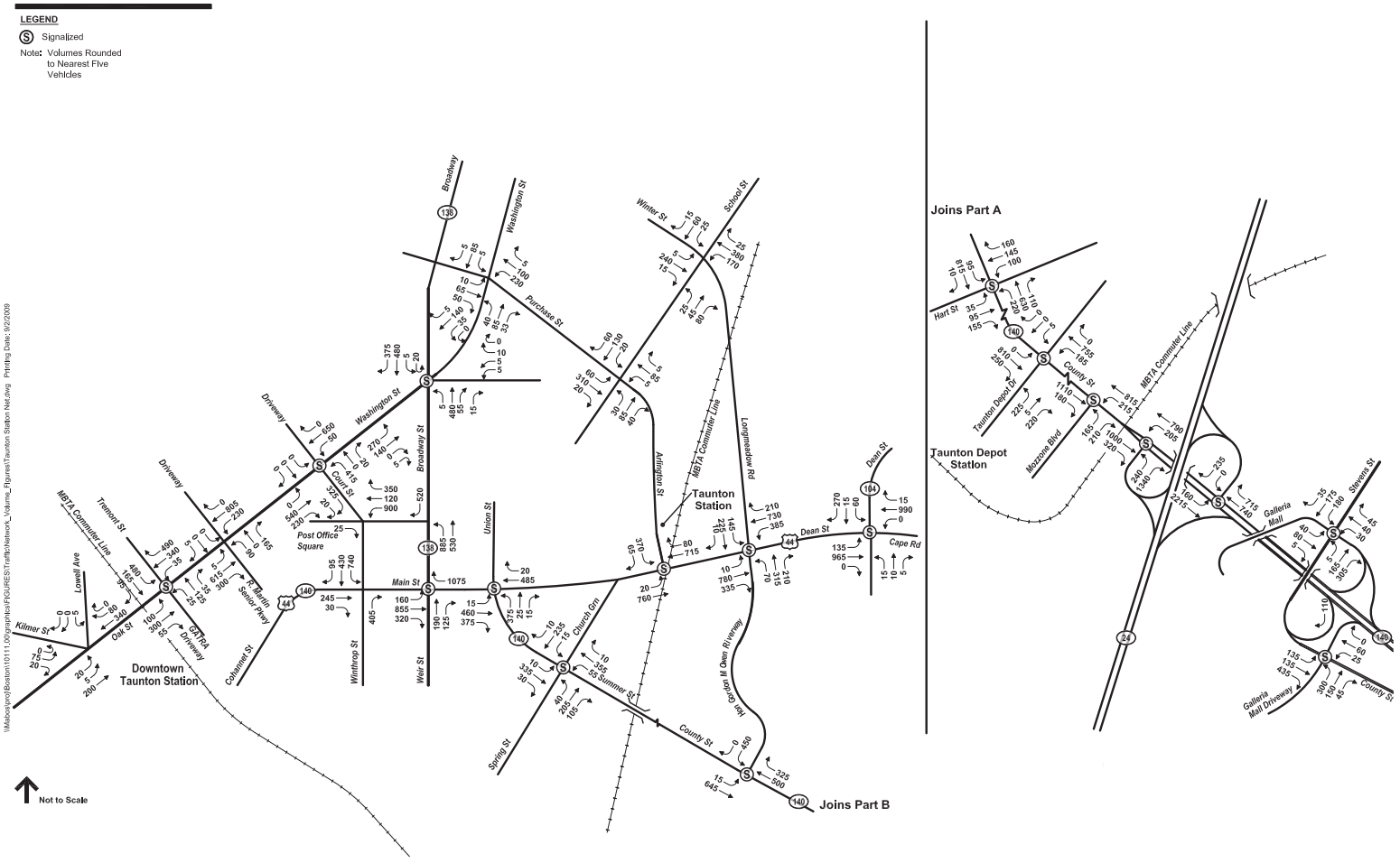


Figure 4.1-17

Taunton Stations

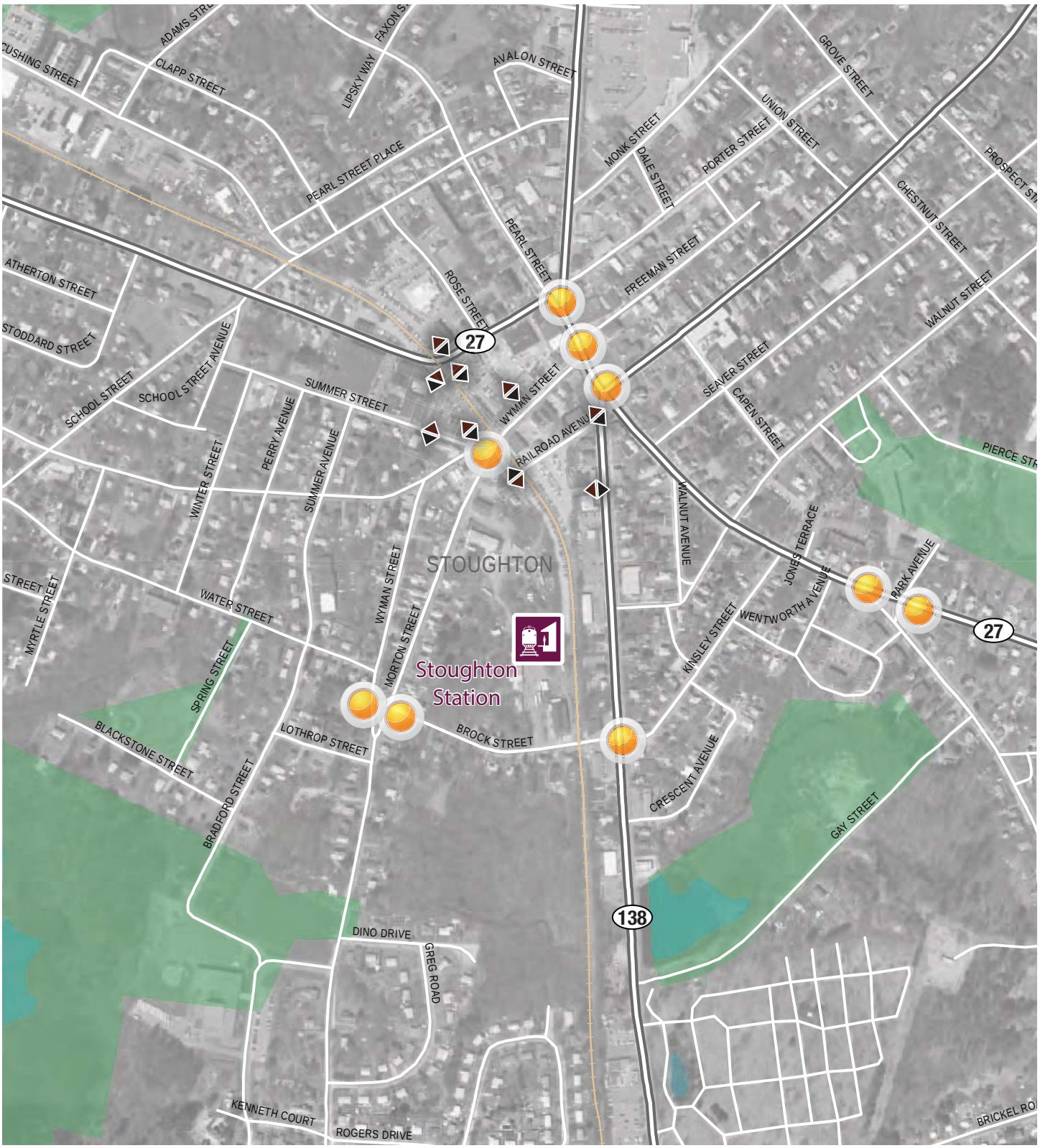
Existing Weekday Morning Peak Hour Traffic Volumes

Note: Galleria station associated with Rapid Bus Alternative that has been eliminated. Downtown Tauton Station under Whittenton Alternatives has been replaced with a station at Dana Street, see chapter 3.



Note: Galleria station associated with Rapid Bus Alternative that has been eliminated. Downtown Tauton Station under Whittenton Alternatives has been replaced with a station at Dana Street, see chapter 3.

Figure 4.1-18
Taunton Stations
Existing Weekday Evening Peak Hour Traffic Volumes



\\MABOS\projects\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\StoughtonStation\10111SLM.indd

Legend

Study Intersections

Parking Lot Entrance/Exit

Figure 4.1-19

Relocated Stoughton Station
Study Area Intersections

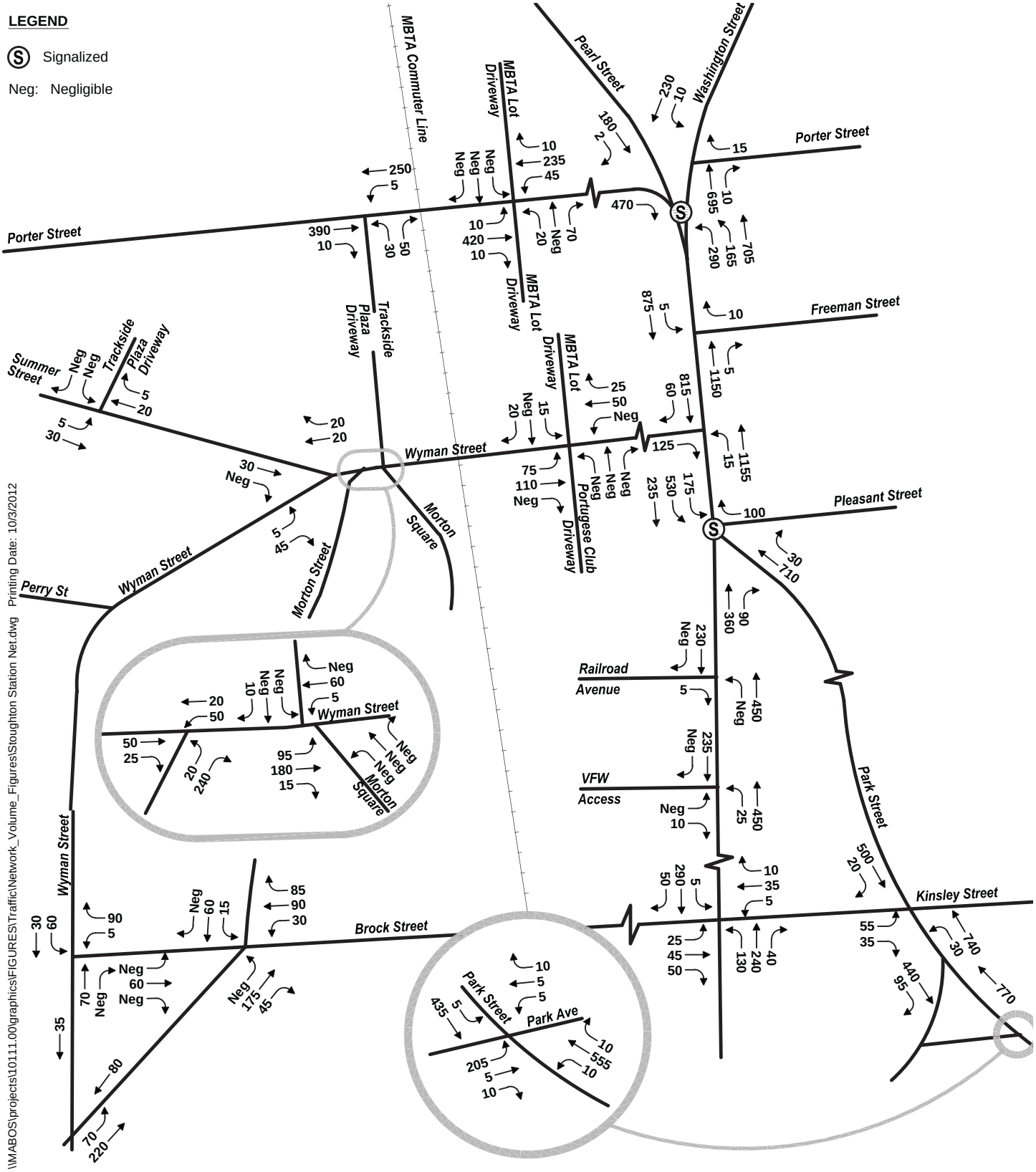


Figure 4.1-20

Stoughton Station

Existing Conditions Weekday
Morning Peak Hour Traffic Volumes

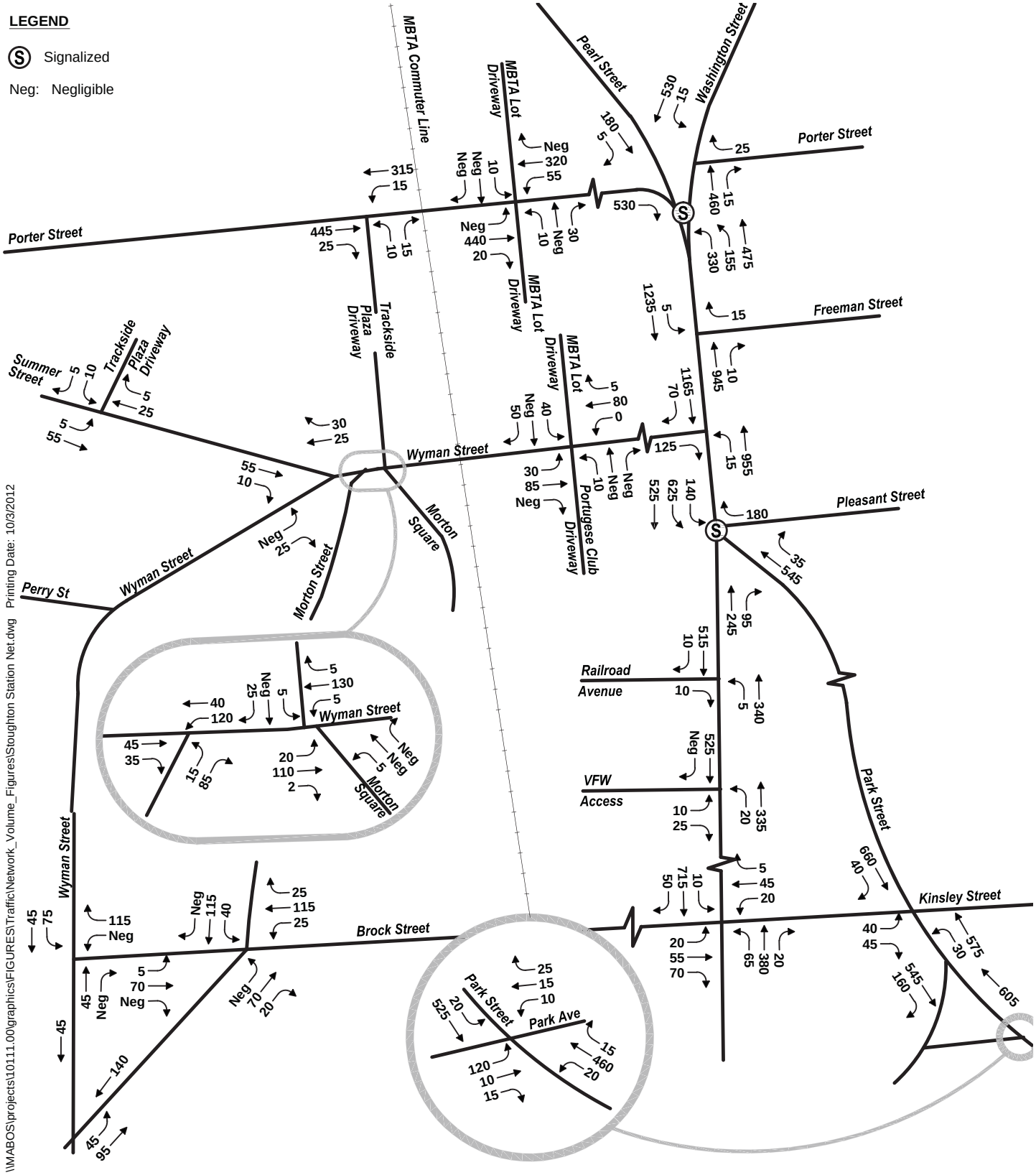
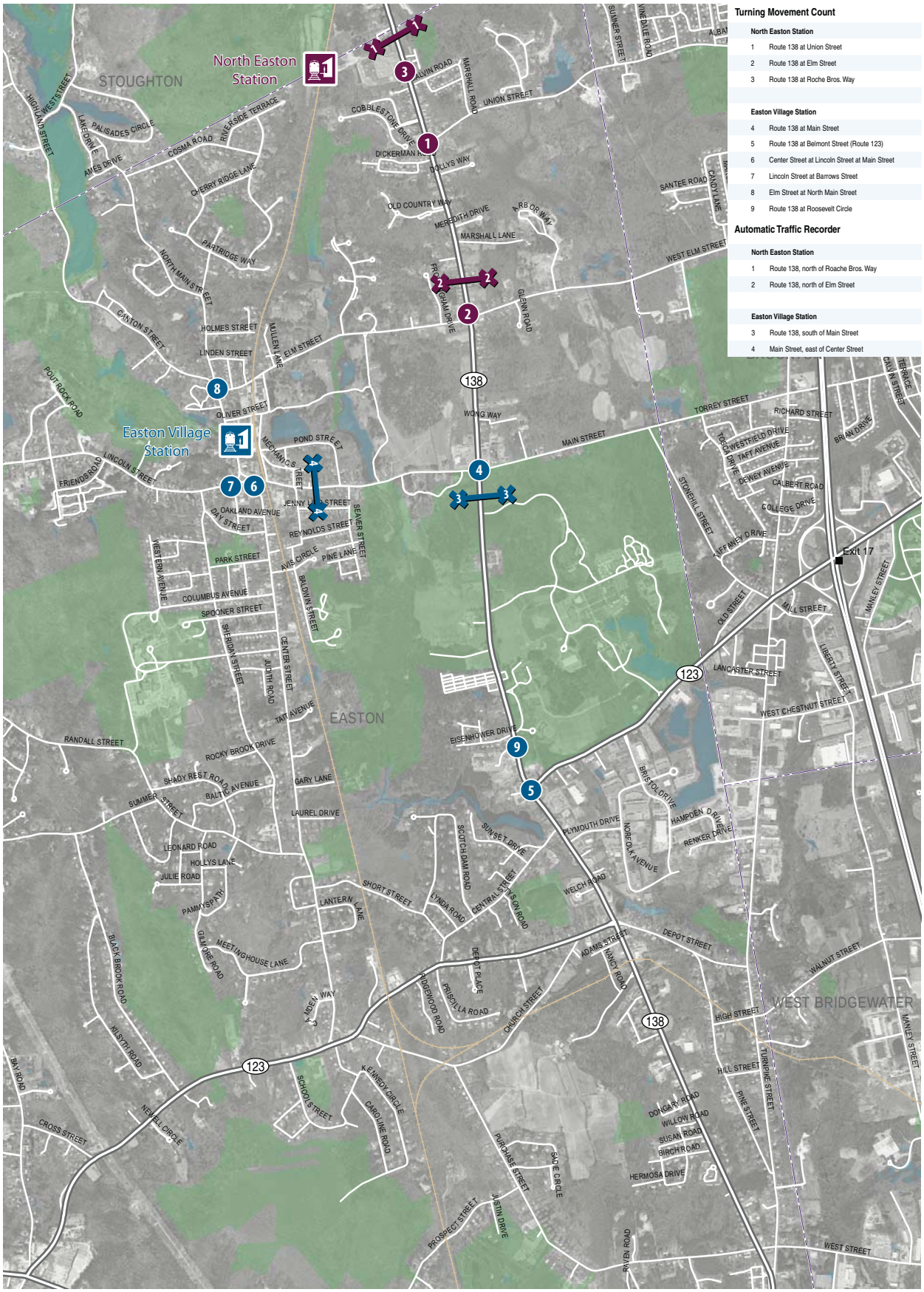


Figure 4.1-21

Stoughton Station

Existing Conditions Weekday Evening Peak Hour Traffic Volumes



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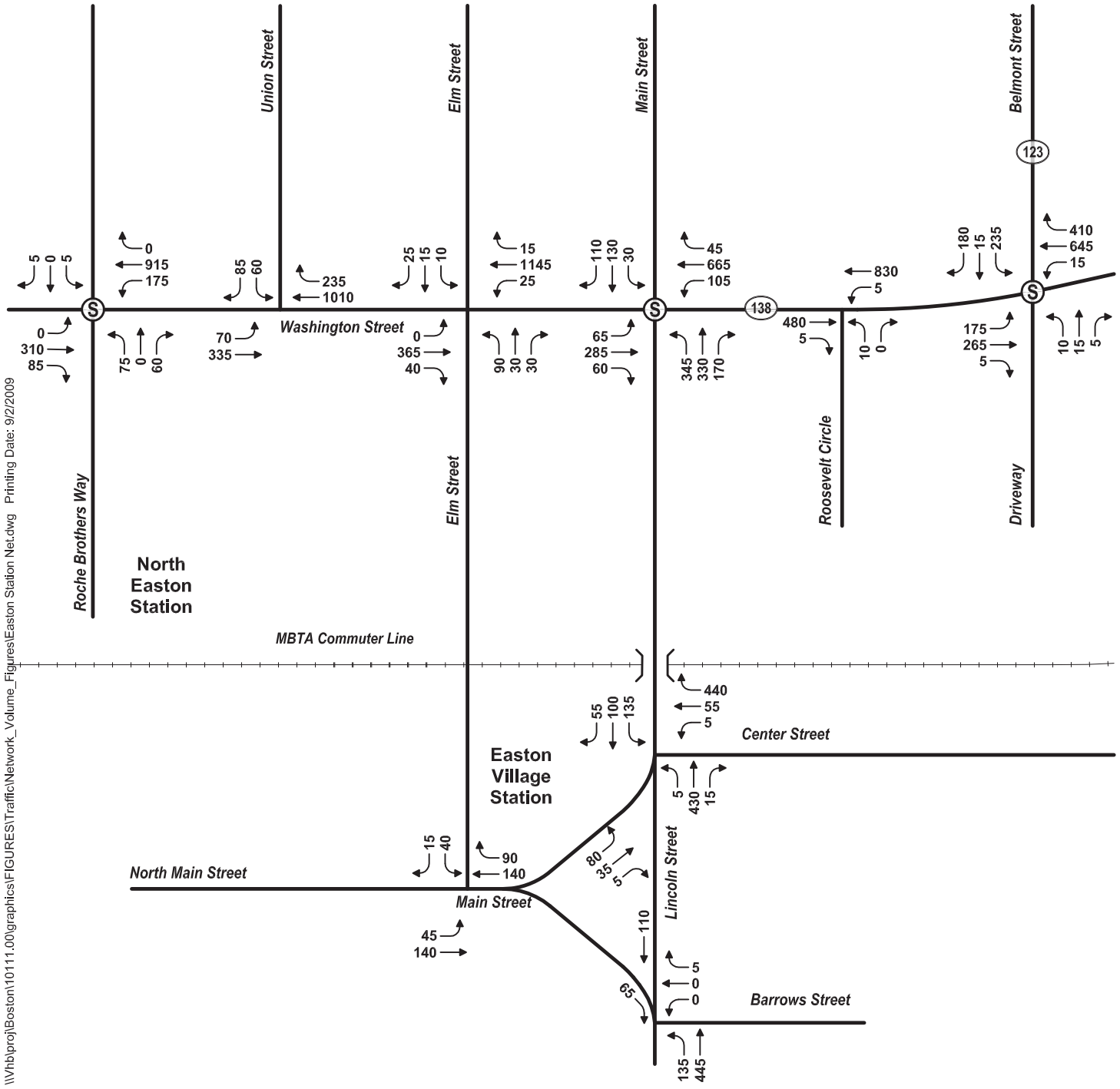
Legend

- Commuter Rail Station Location
- Rapid Bus Station Location
- ATR Count Location
- Turning Movement Count Location

0 900 1,800 Feet

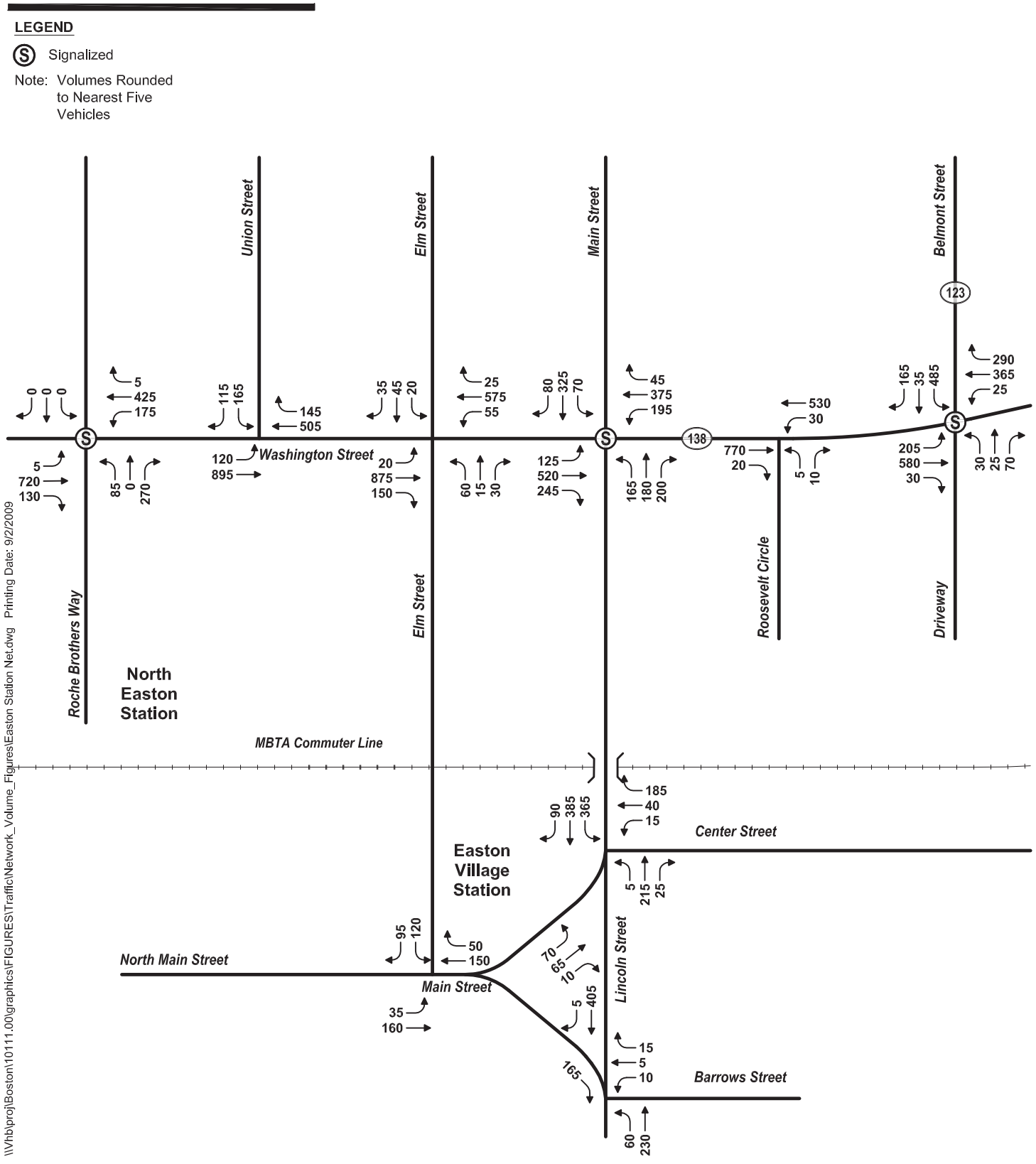
Figure 4.1-22

Easton Traffic Count Locations



Not to Scale

Figure 4.1-23
Easton Stations
Existing Weekday Morning Peak Hour Traffic Volumes

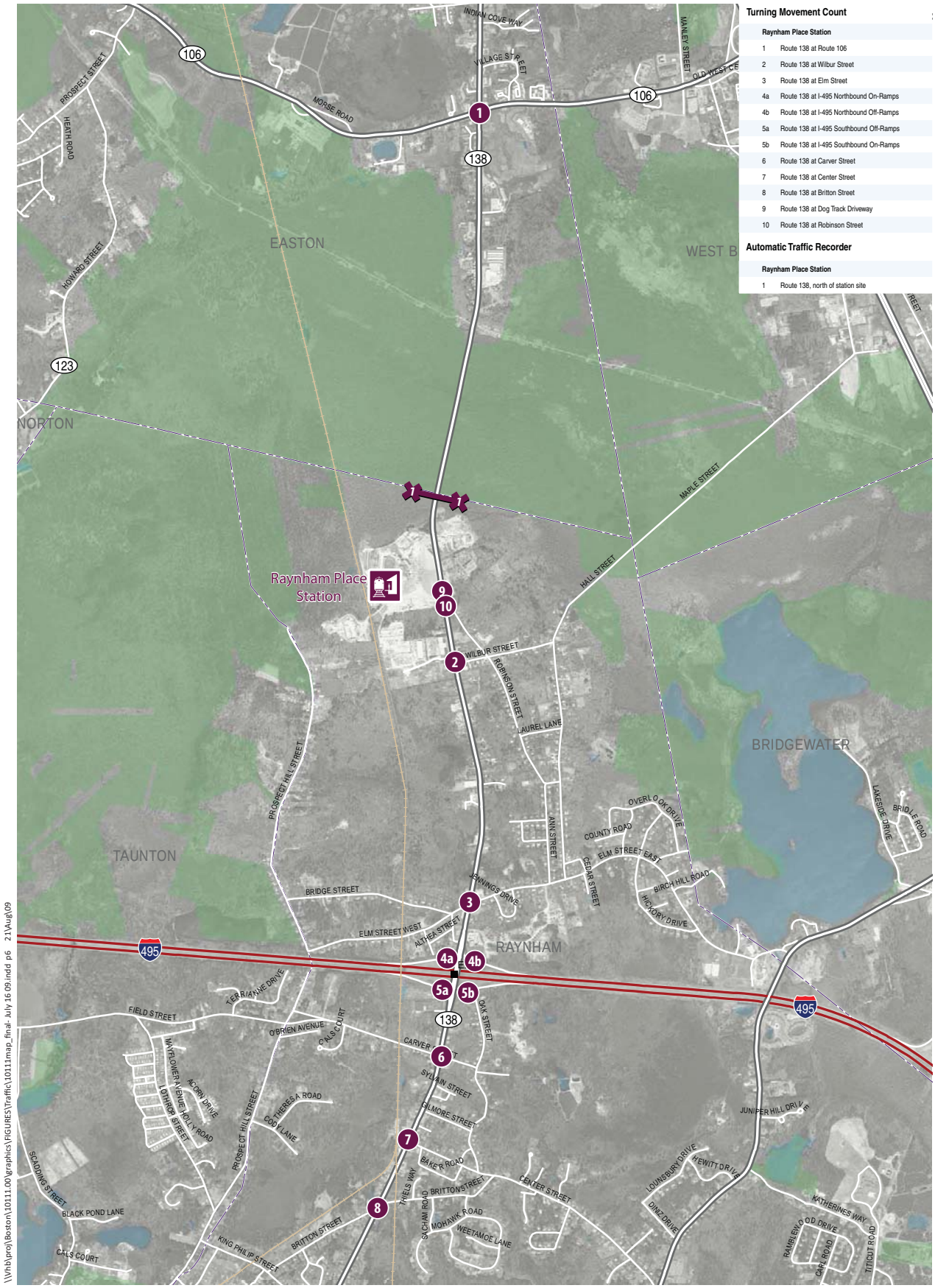


Not to Scale

Figure 4.1-24

Easton Stations

Existing Weekday Evening Peak Hour Traffic Volumes



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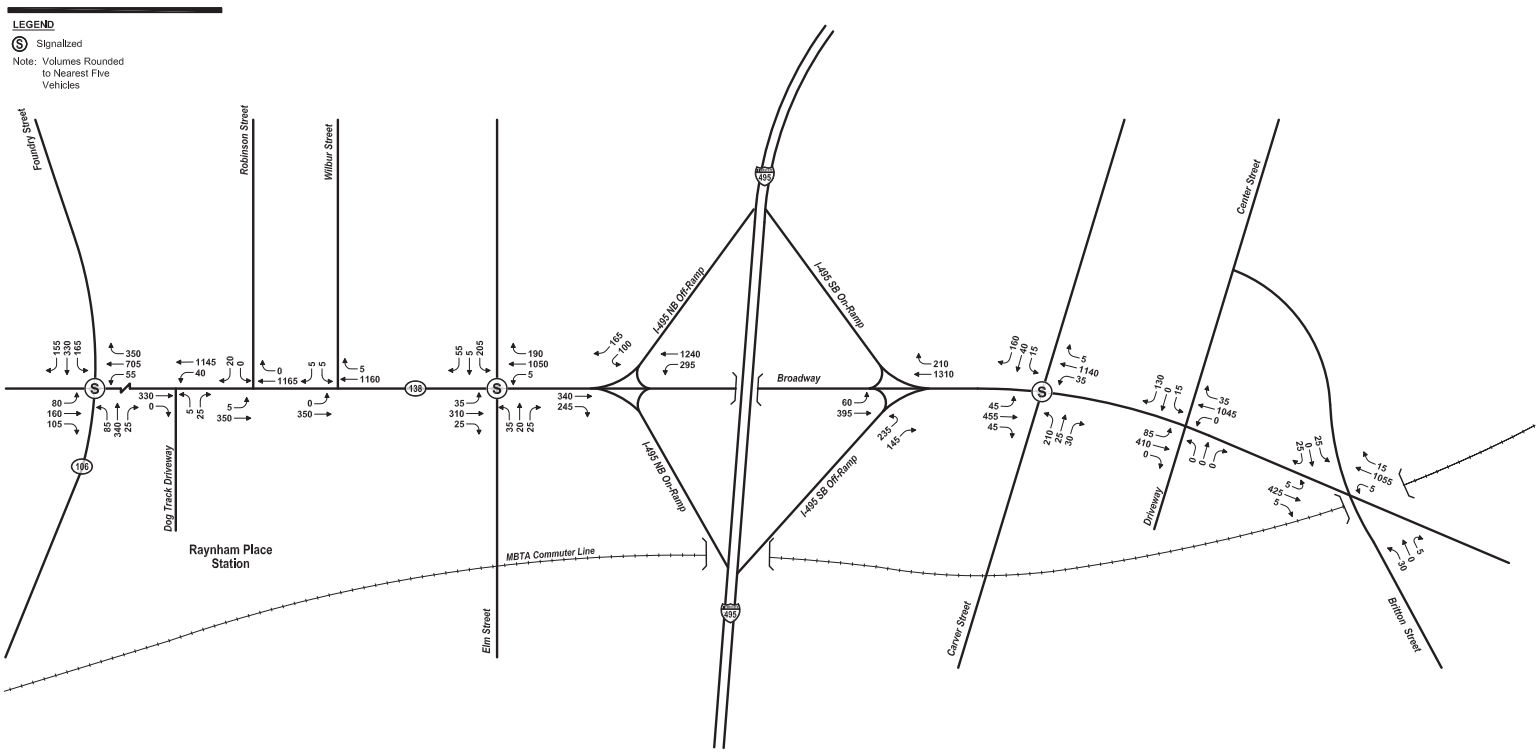
Legend

- Commuter Rail Station Location
- Rapid Bus Station Location
- ATR Count Location
- # Turning Movement Count Location

0 1,000 2,000 Feet

Figure 4.1-25

Raynham Traffic Count Locations



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Figure 4.1-26
Raynham Park
Existing Weekday Morning Peak Hour Traffic Volumes

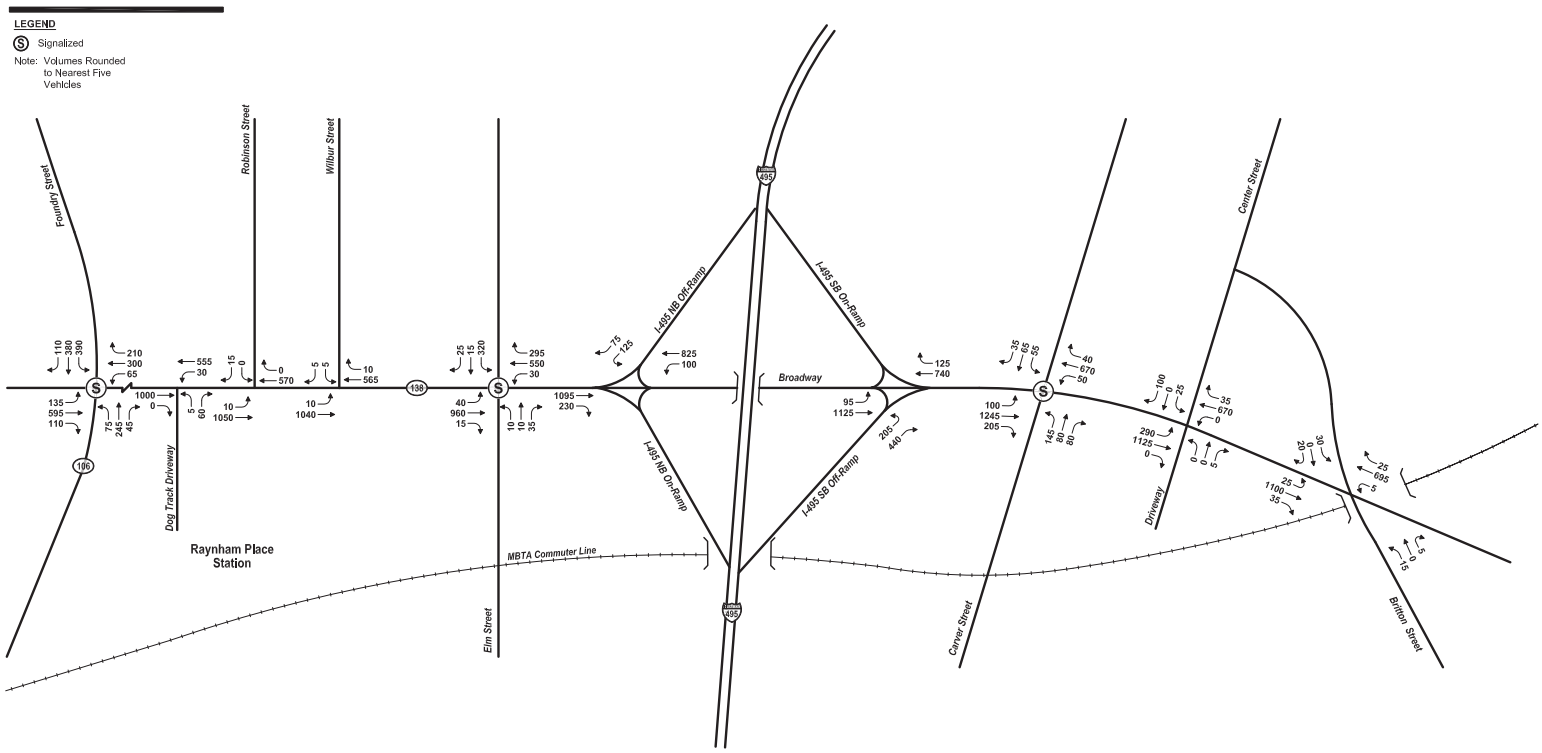
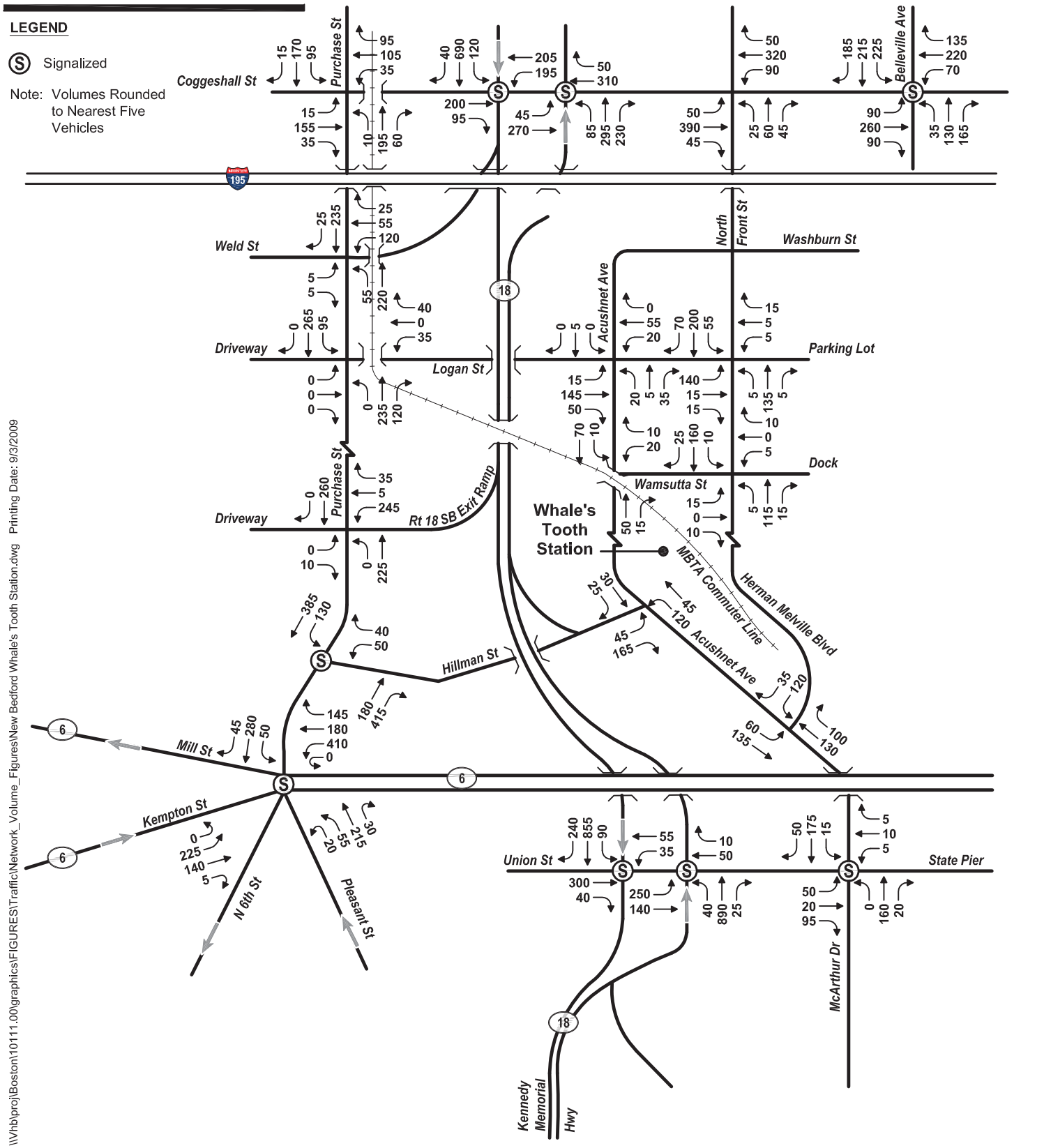


Figure 4.1-27
Raynham Park
Existing Weekday Evening Peak Hour Traffic Volumes



Not to Scale

Figure 4.1-28

New Bedford
Whale's Tooth Station

No-Build Weekday Morning Peak Hour Traffic Volumes

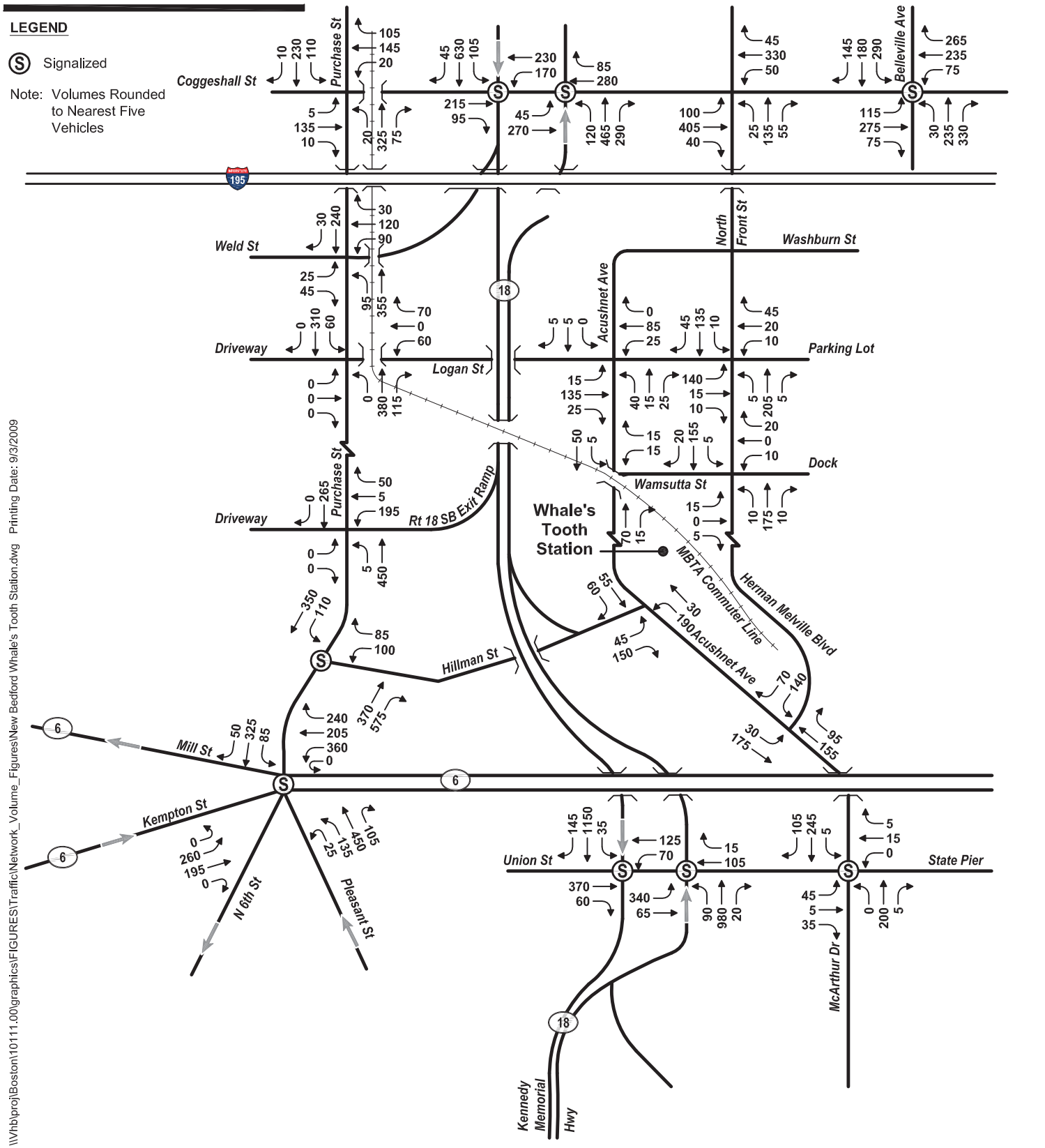
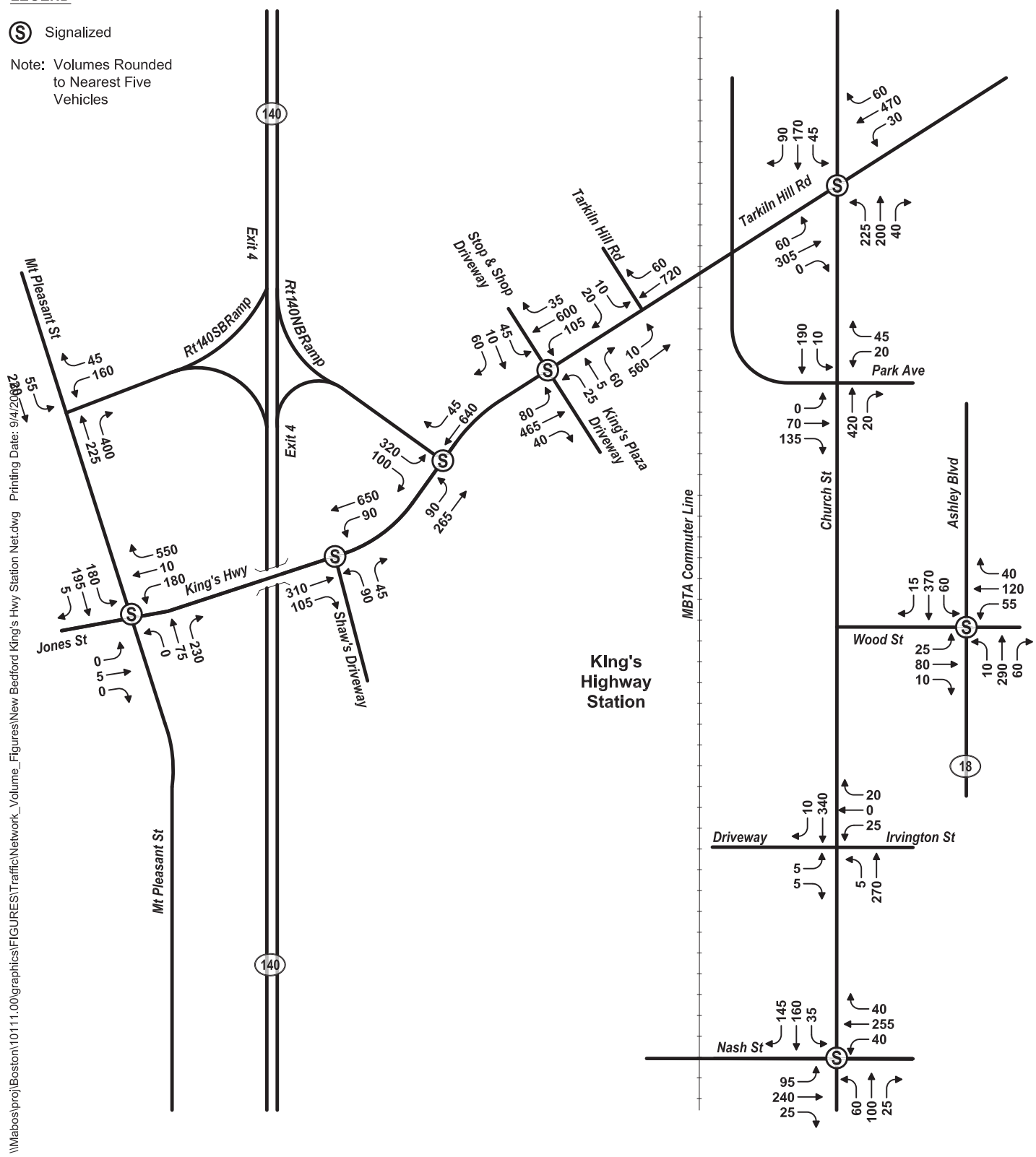


Figure 4.1-29

New Bedford
Whale's Tooth Station

No-Build Weekday Evening Peak Hour Traffic Volumes



Not to Scale

Figure 4.1-30
New Bedford King's Highway Station
No-Build Weekday Morning Peak Hour Traffic Volumes

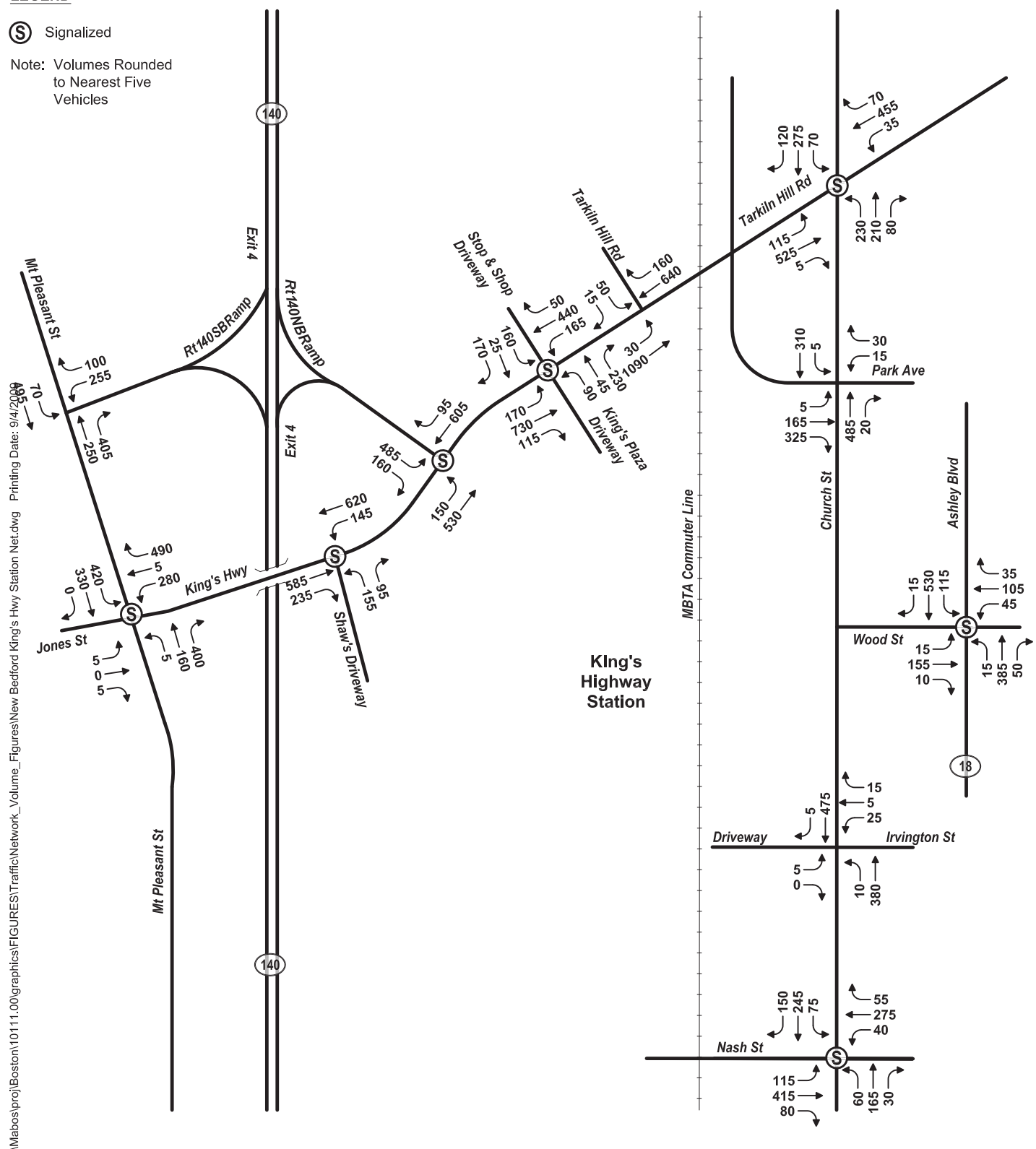
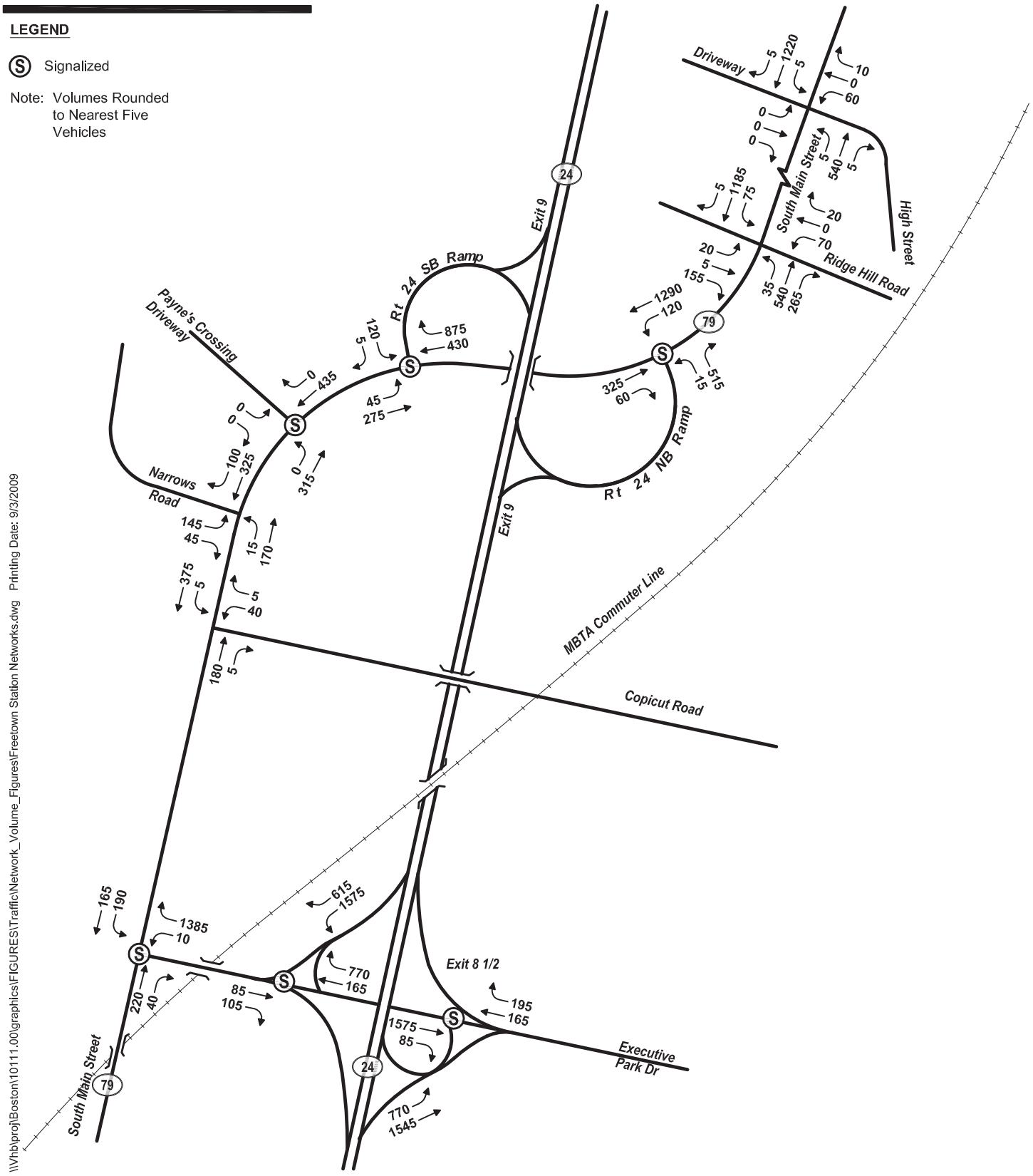


Figure 4.1-31

New Bedford
King's Highway Station

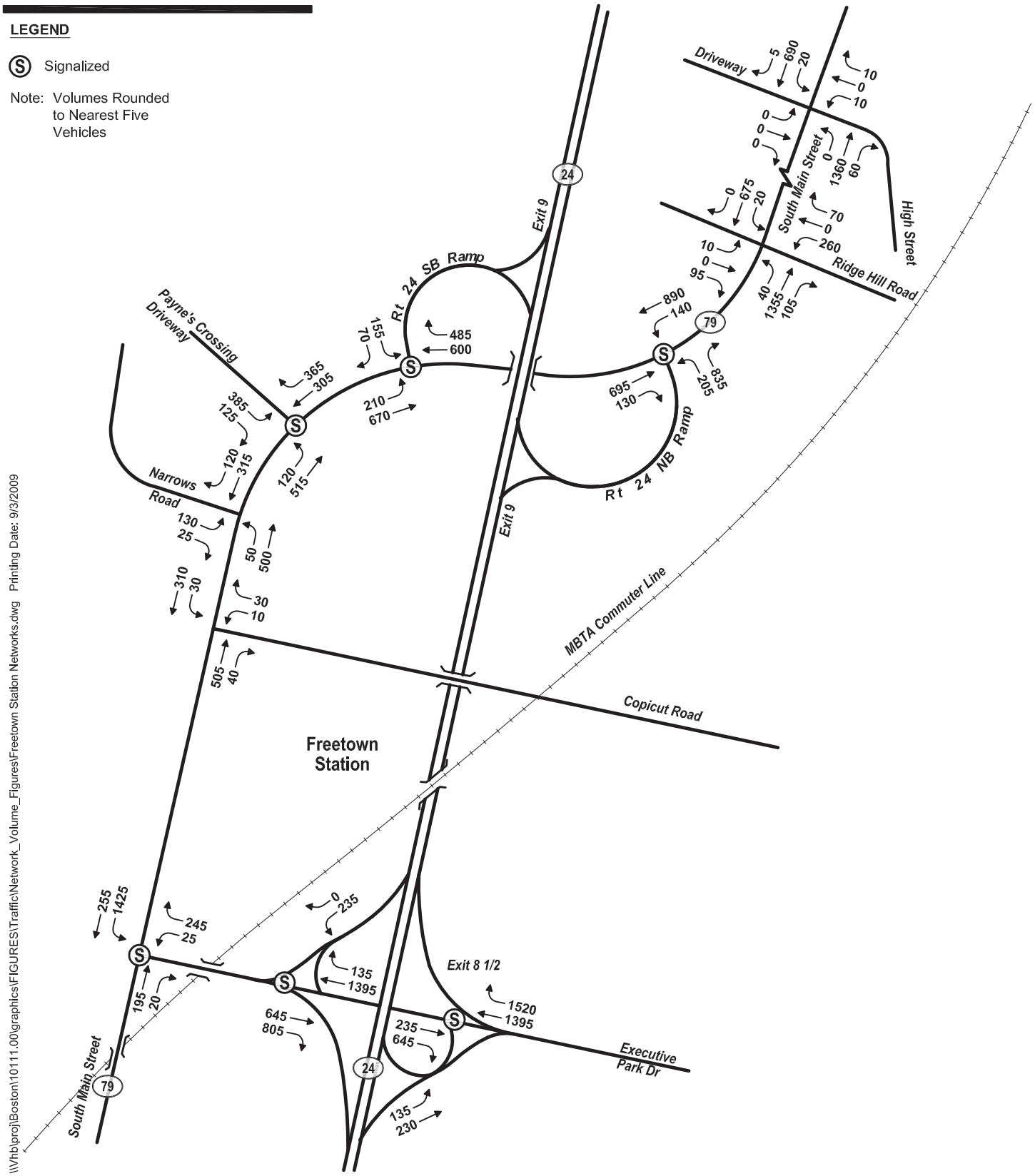
No-Build Weekday Evening Peak Hour Traffic Volumes



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Not to Scale

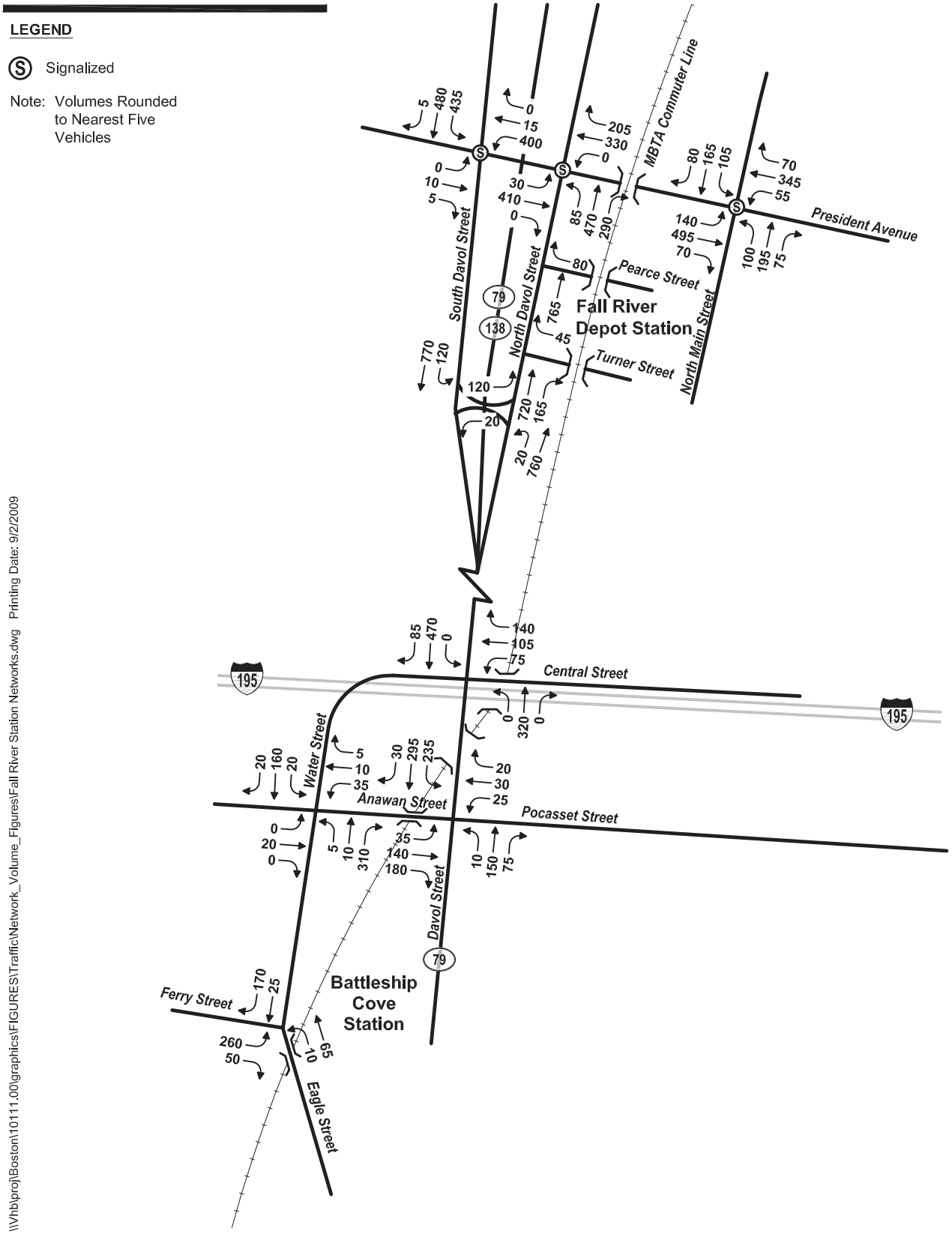
Figure 4.1-32
Freetown Station
No-Build Weekday Morning Peak Hour Traffic Volumes



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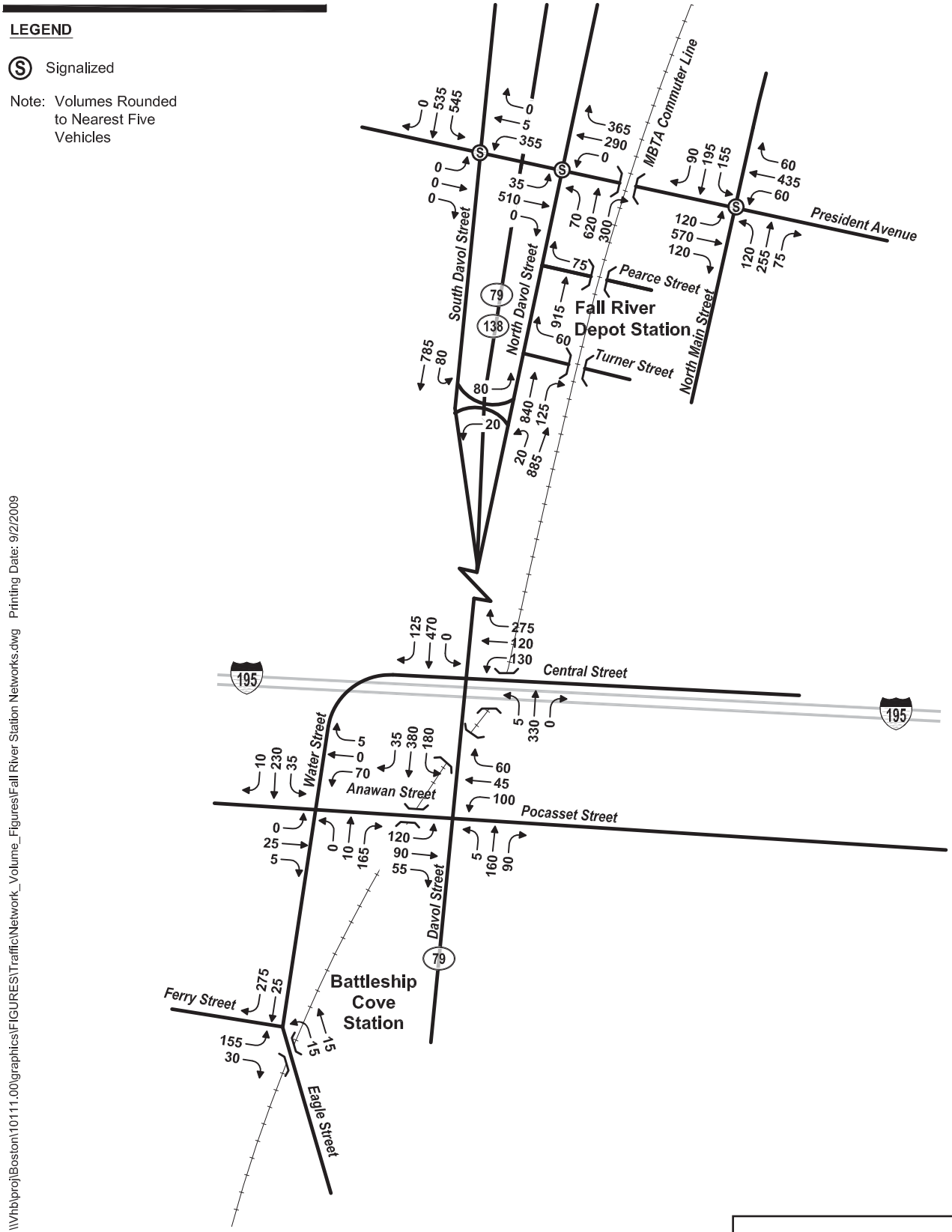
Not to Scale

Figure 4.1-33
Freetown Station
No-Build Weekday Evening Peak Hour Traffic Volumes



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Figure 4.1-34
Fall River Stations
No-Build Weekday Morning Peak Hour Traffic Volumes



\\Vhb\proj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Fall River Station Networks.dwg Printing Date: 9/2/2009

Figure 4.1-35
Fall River Stations
No-Build Weekday Evening Peak Hour Traffic Volumes

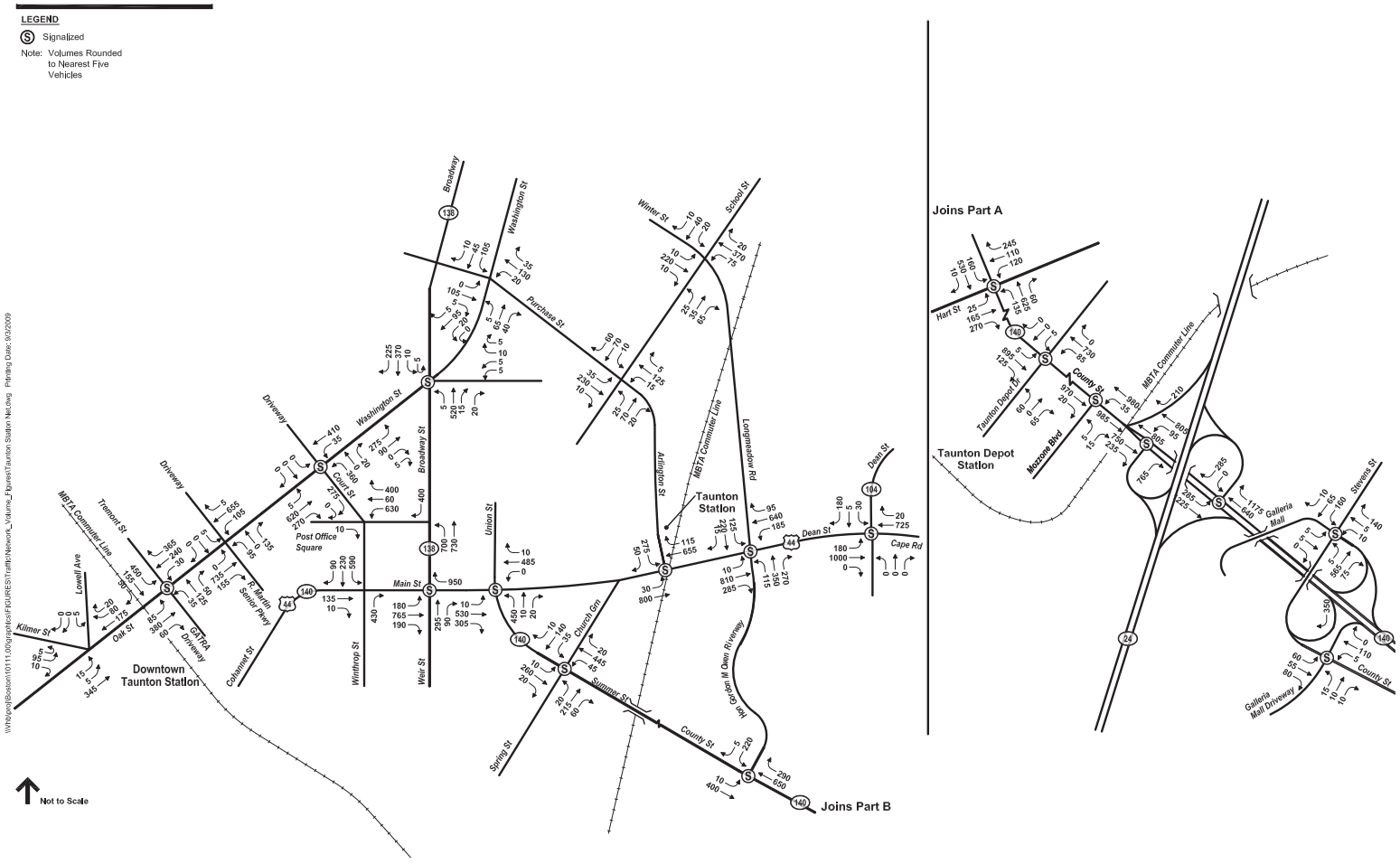


Figure 4.1-36

Taunton Stations

No-Build Weekday Morning Peak Hour Traffic Volumes

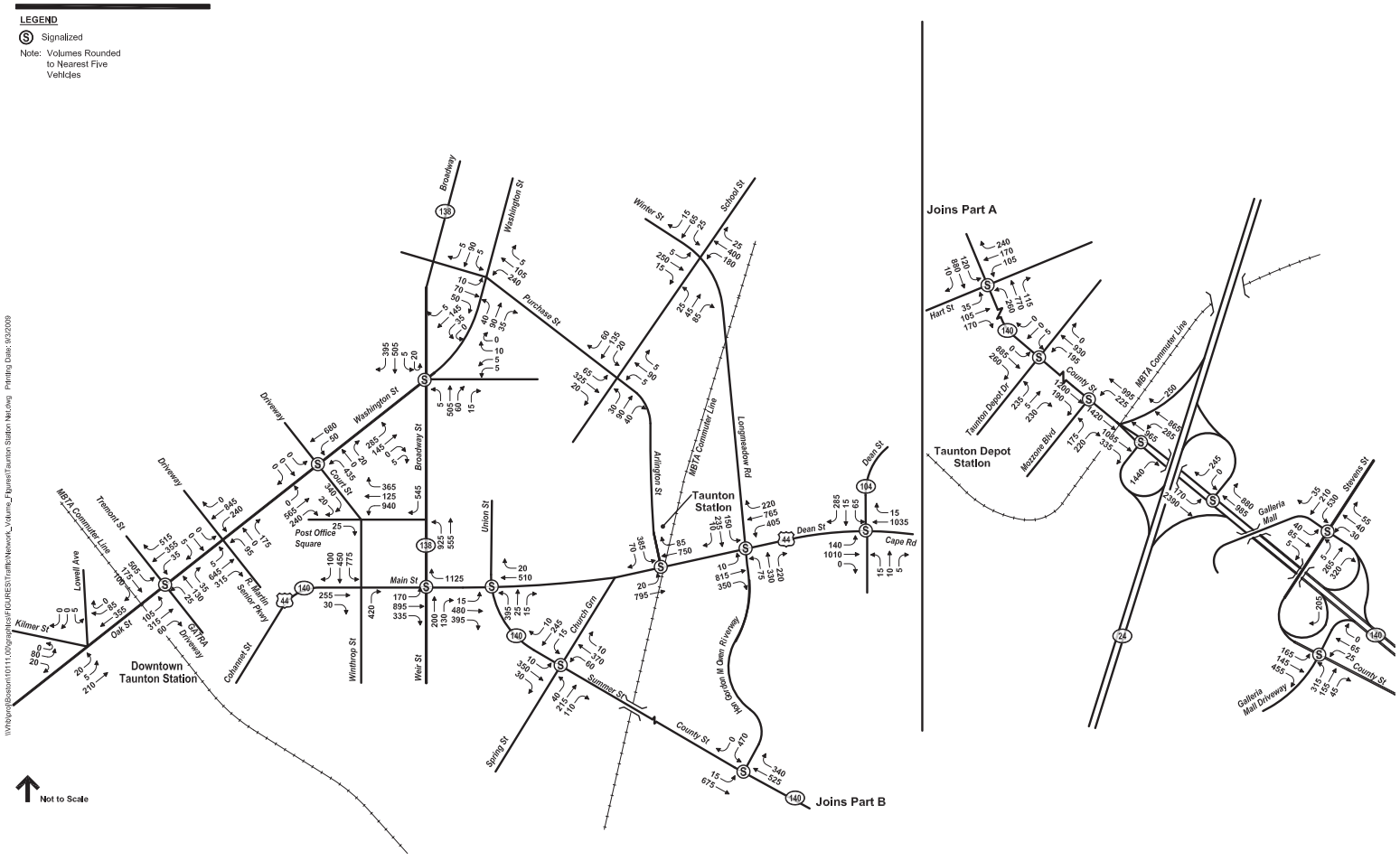


Figure 4.1-37
Taunton Stations
No-Build Weekday Evening Peak Hour Traffic Volumes

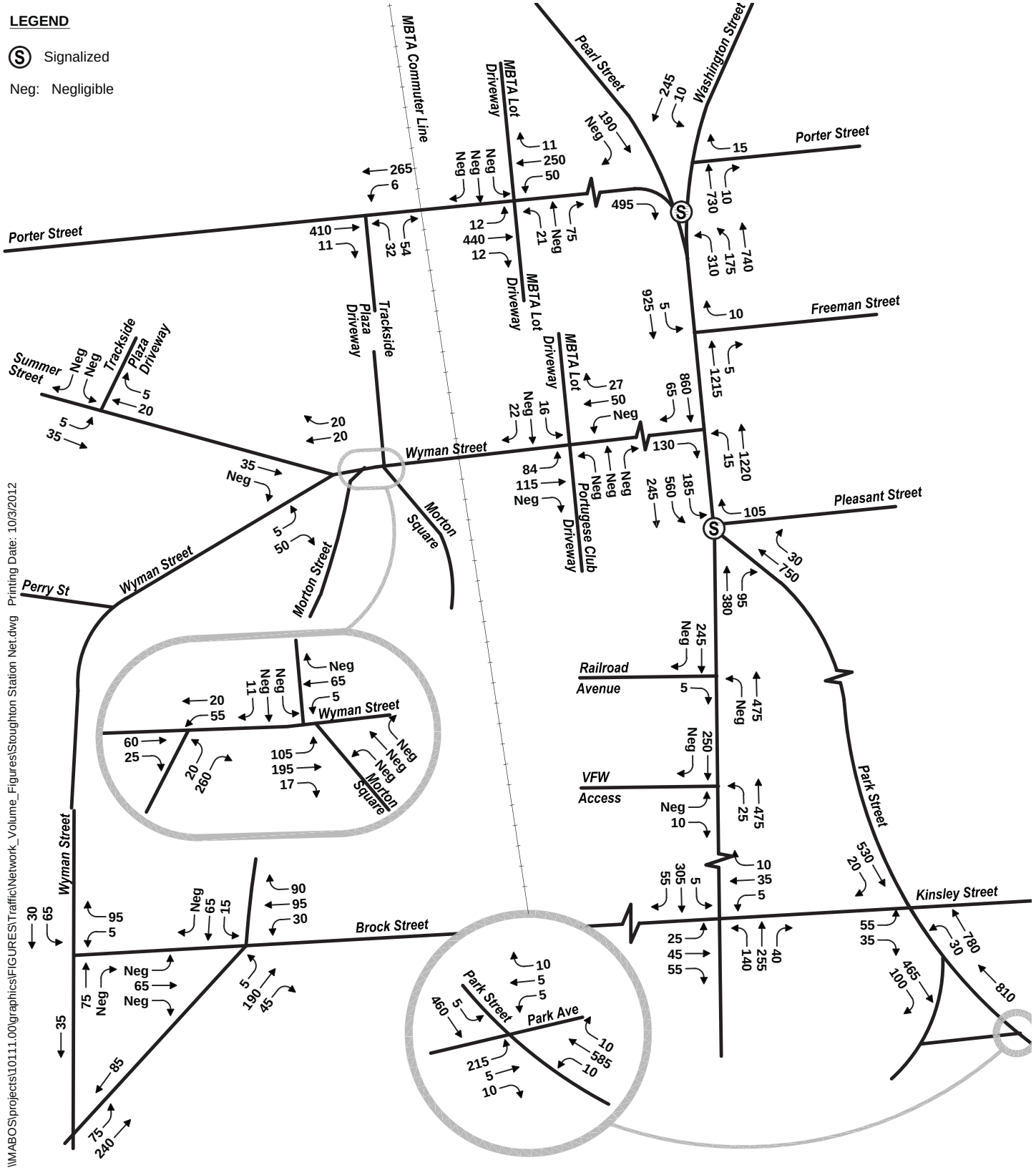


Figure 4.1-38

Relocated Stoughton Station

No-Build Condition Weekday Morning Peak Hour Traffic Volumes

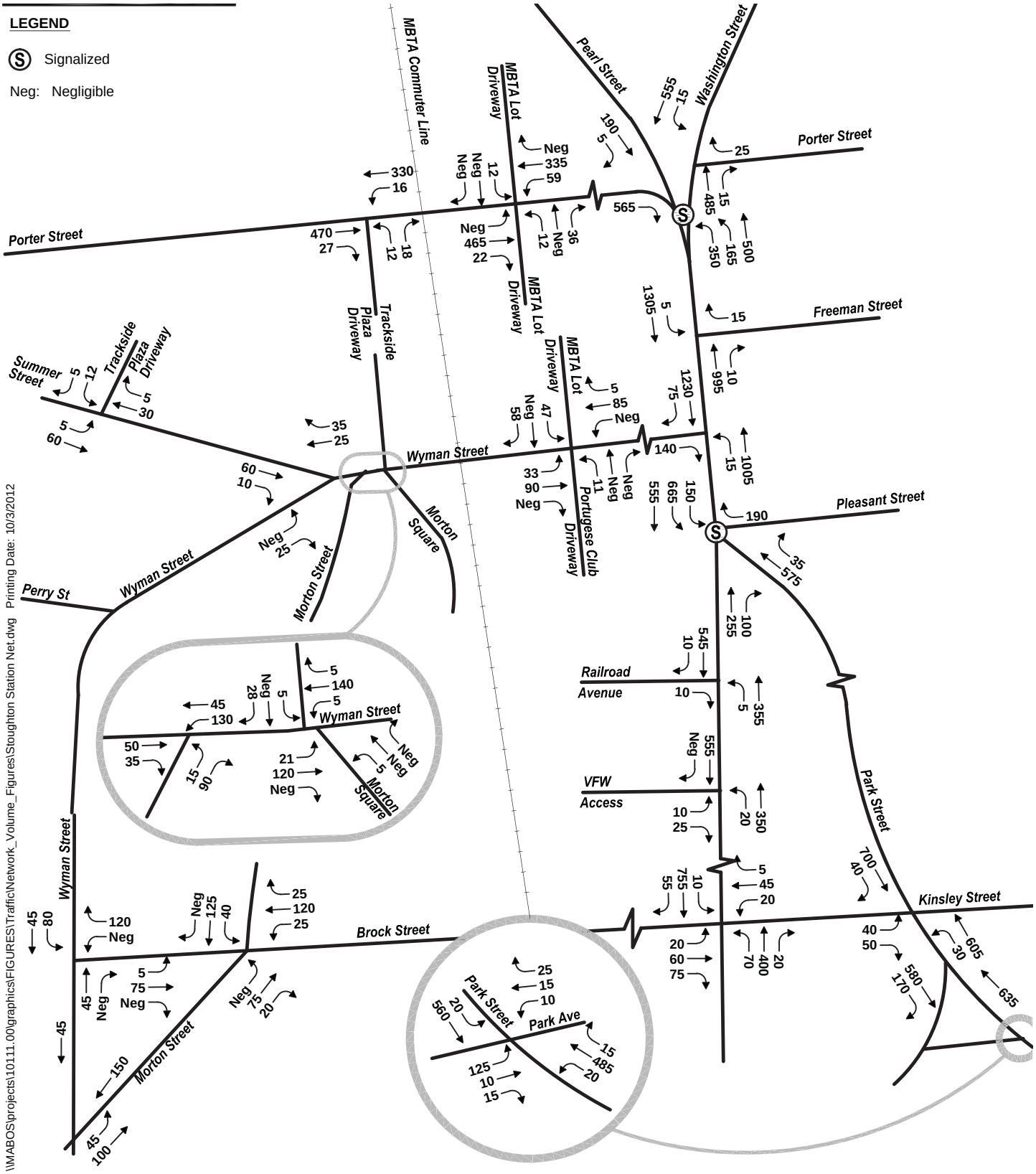
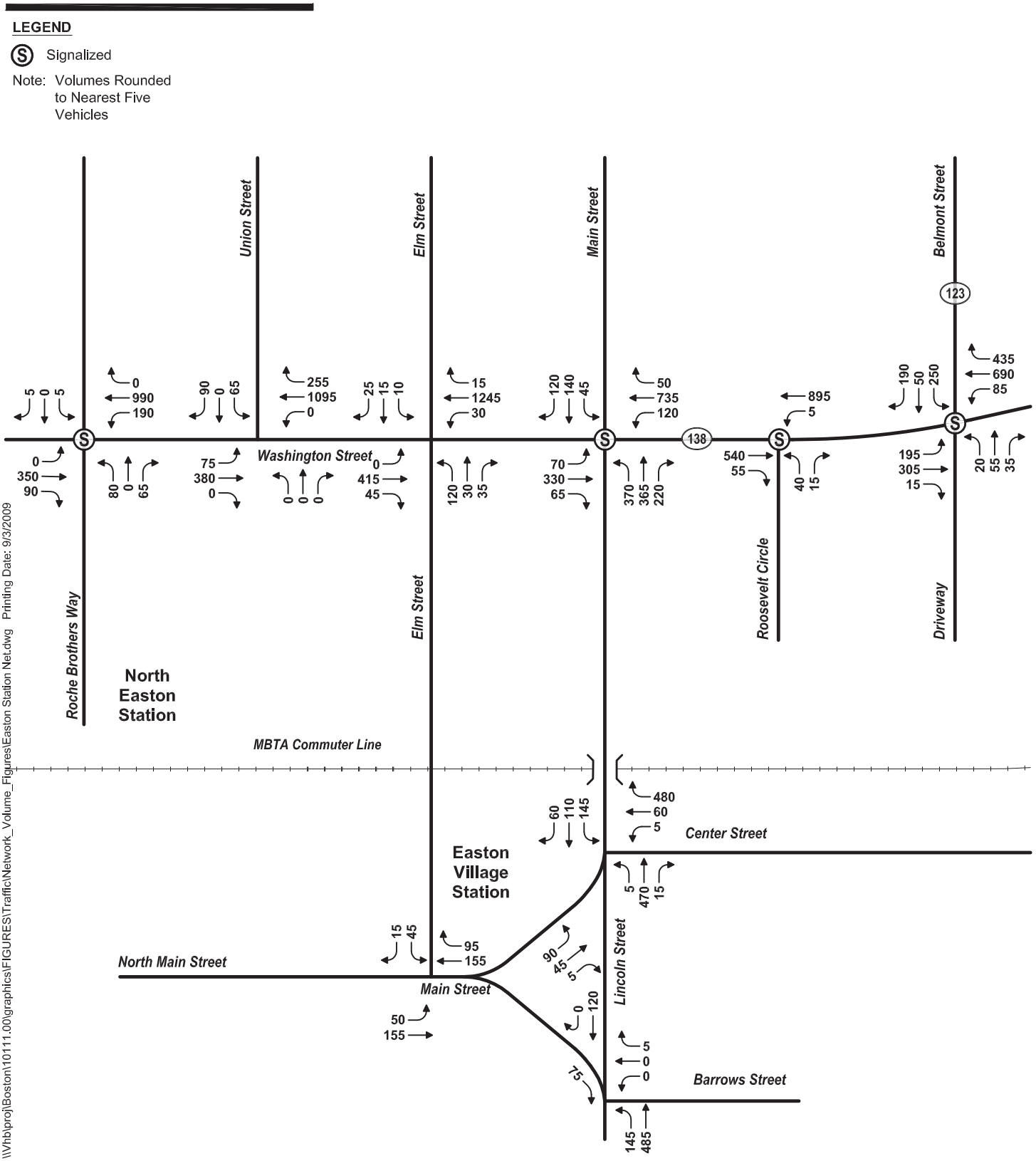


Figure 4.1-39

Relocated Stoughton Station

No-Build Condition Weekday
Evening Peak Hour Traffic Volumes

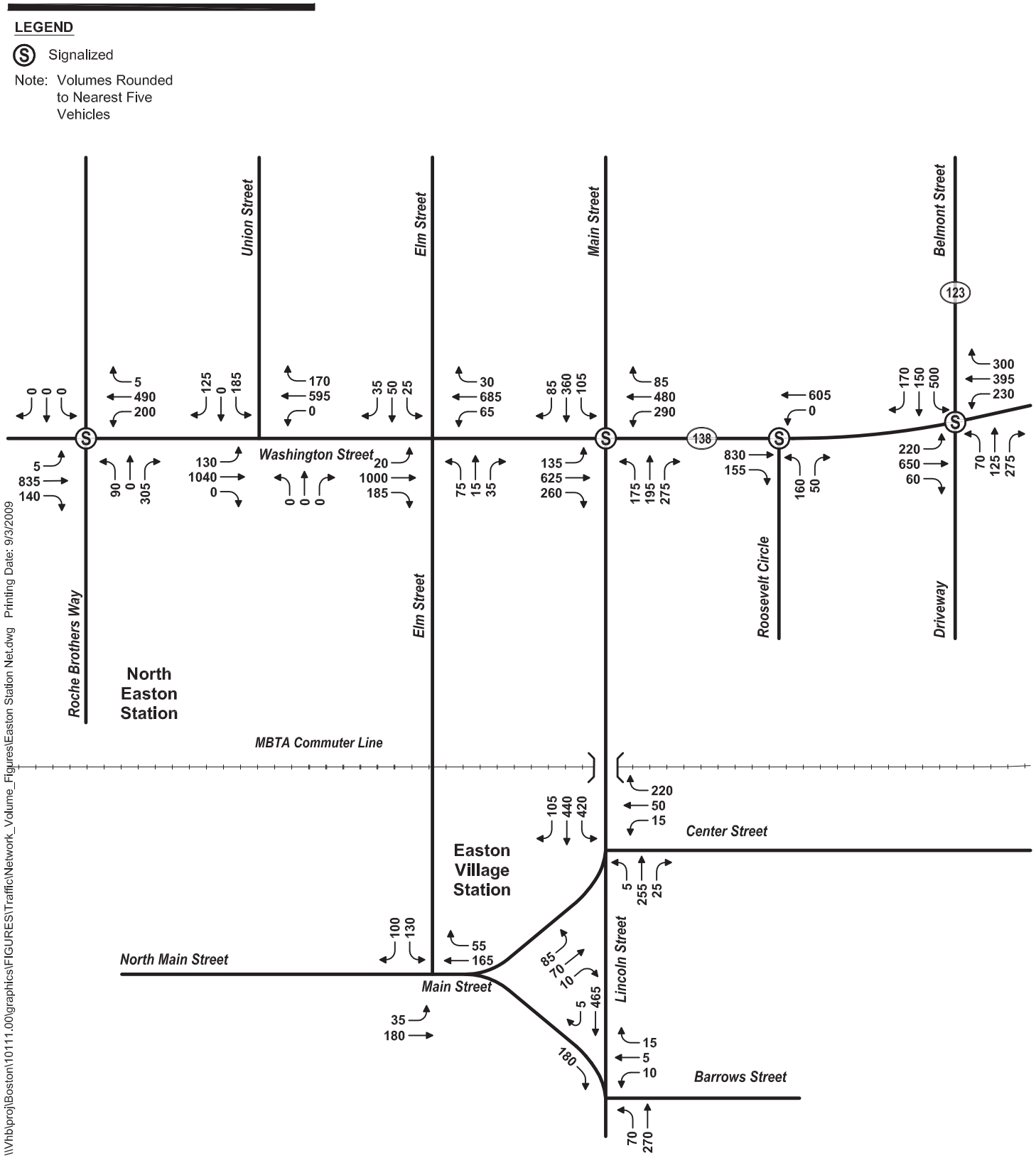


Not to Scale

Figure 4.1-40

Easton Stations

No-Build Weekday Morning Peak Hour Traffic Volumes

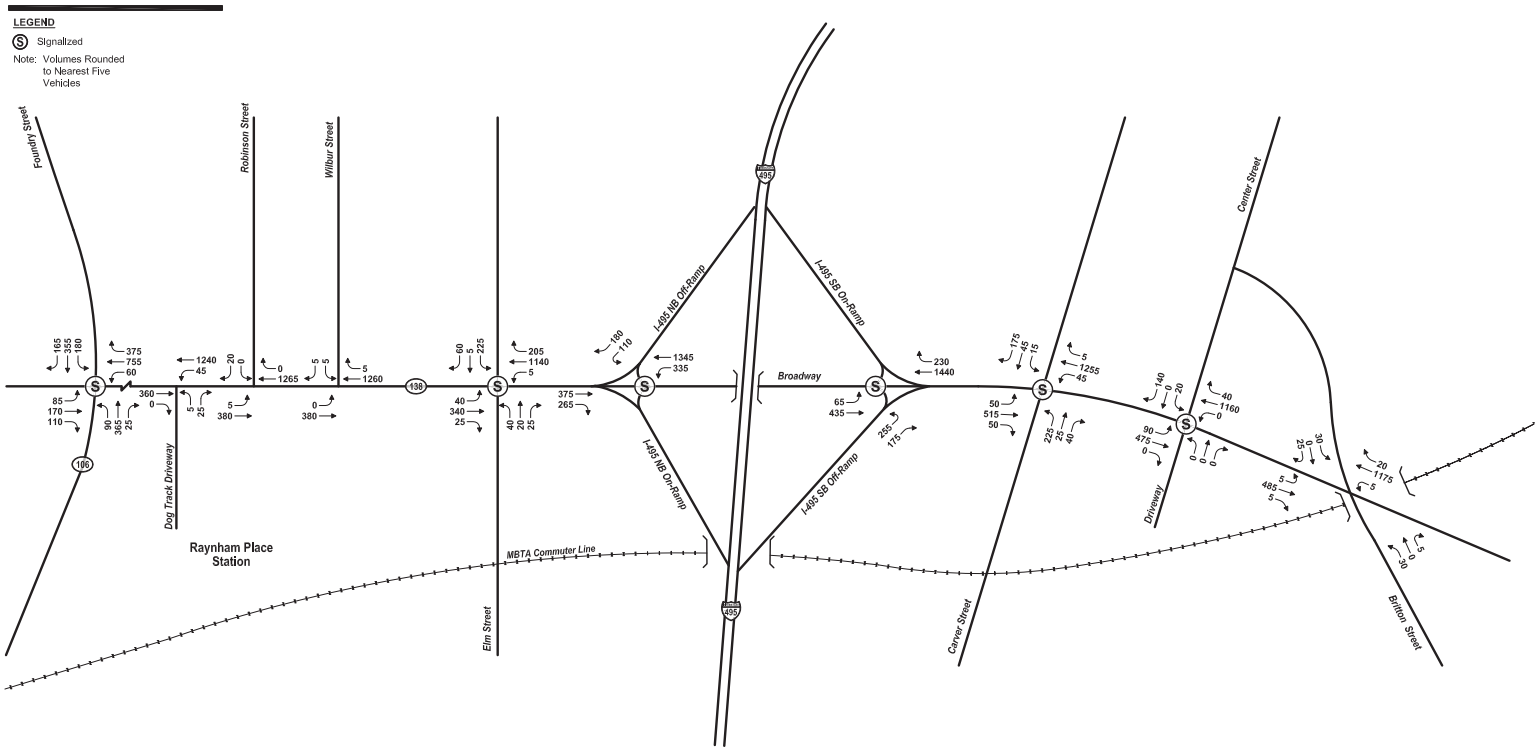


Not to Scale

Figure 4.1-41

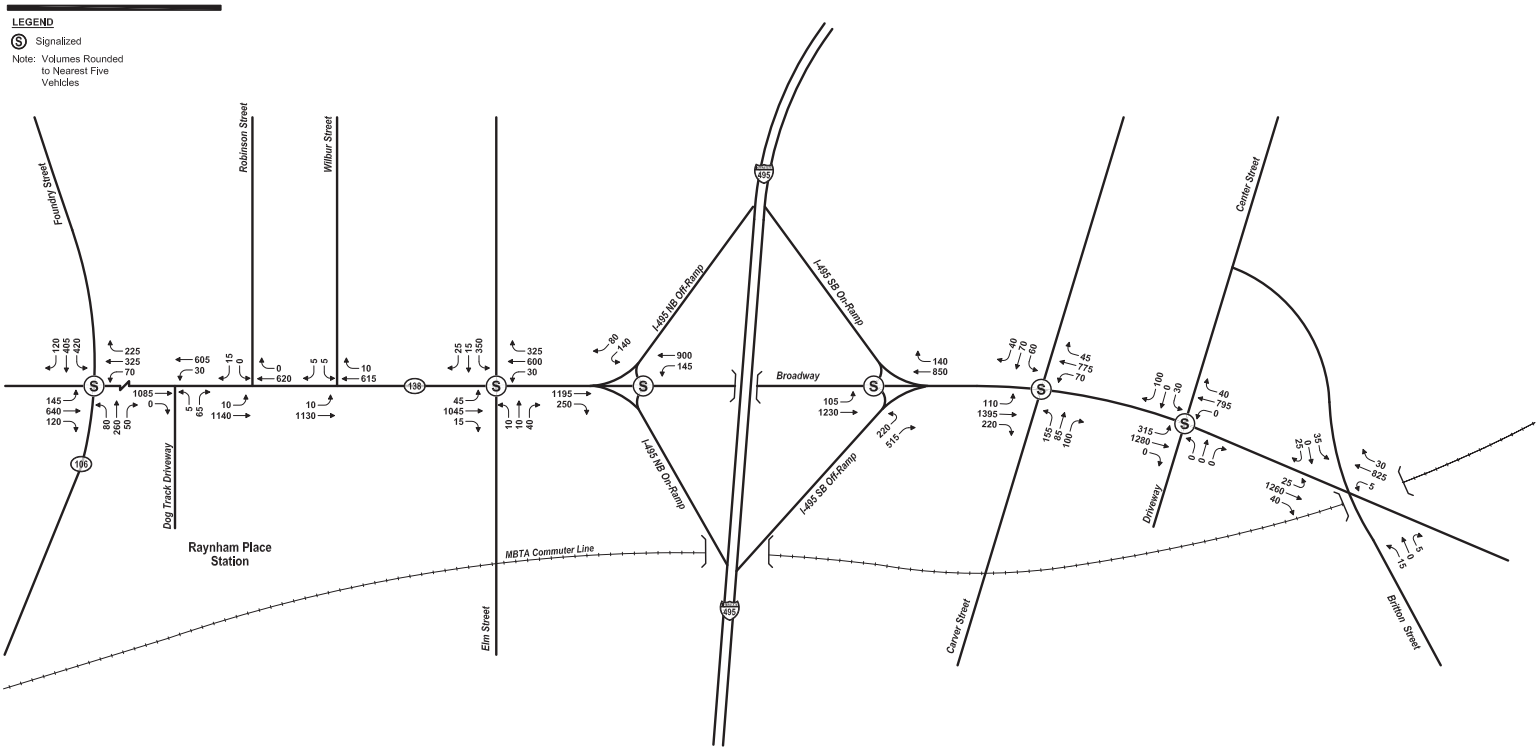
Easton Stations

No-Build Weekday Evening Peak Hour Traffic Volumes



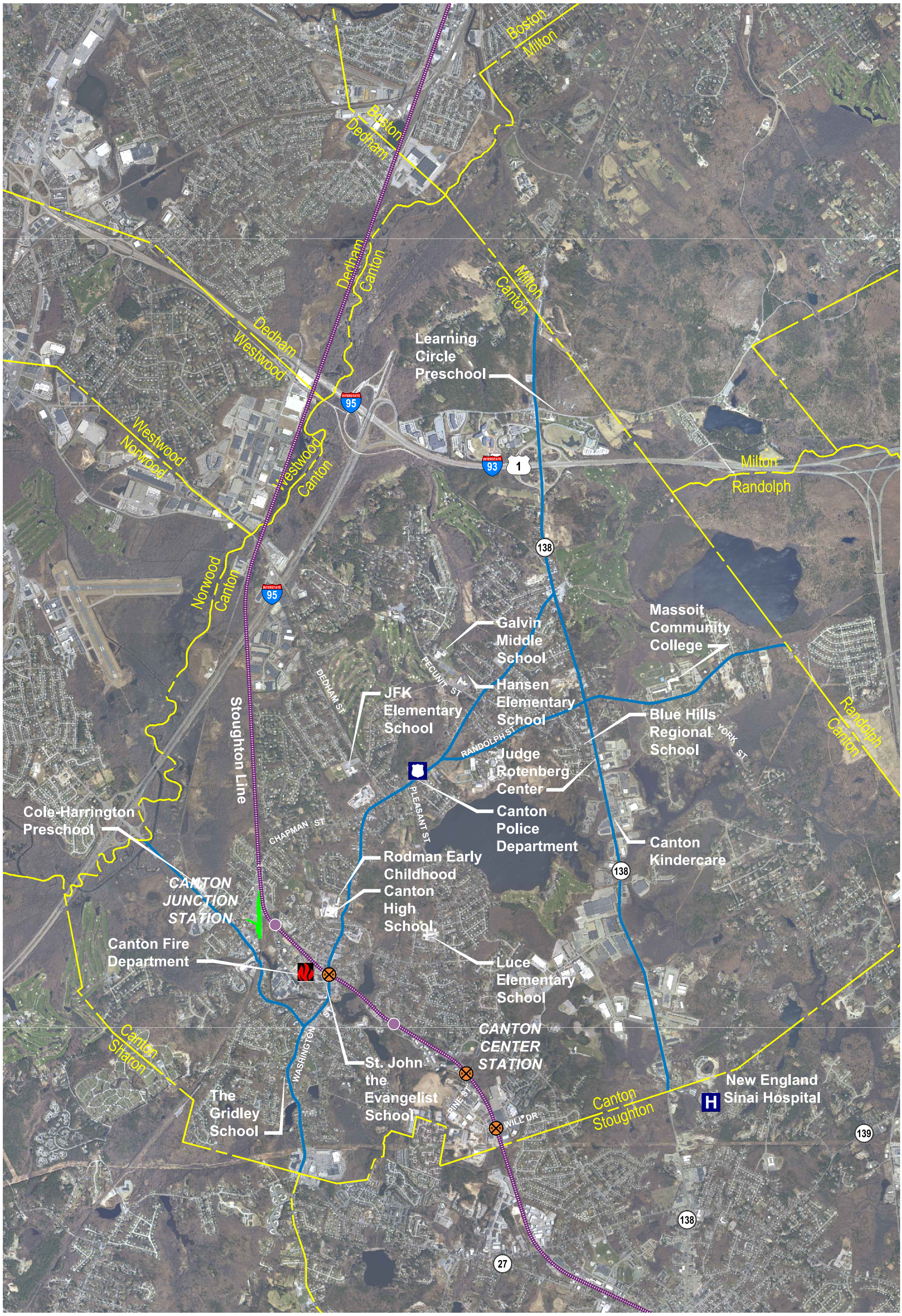
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Figure 4.1-42
Raynham Park
No-Build Weekday Morning Peak Hour Traffic Volumes



\\Vhb\proj\Boston\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Raynham Station Net.dwg Printing Date: 9/3/2009

Figure 4.1-43
Raynham Park
No-Build Weekday Evening Peak Hour Traffic Volumes



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Figure 4.1-44
Canton Grade Crossings



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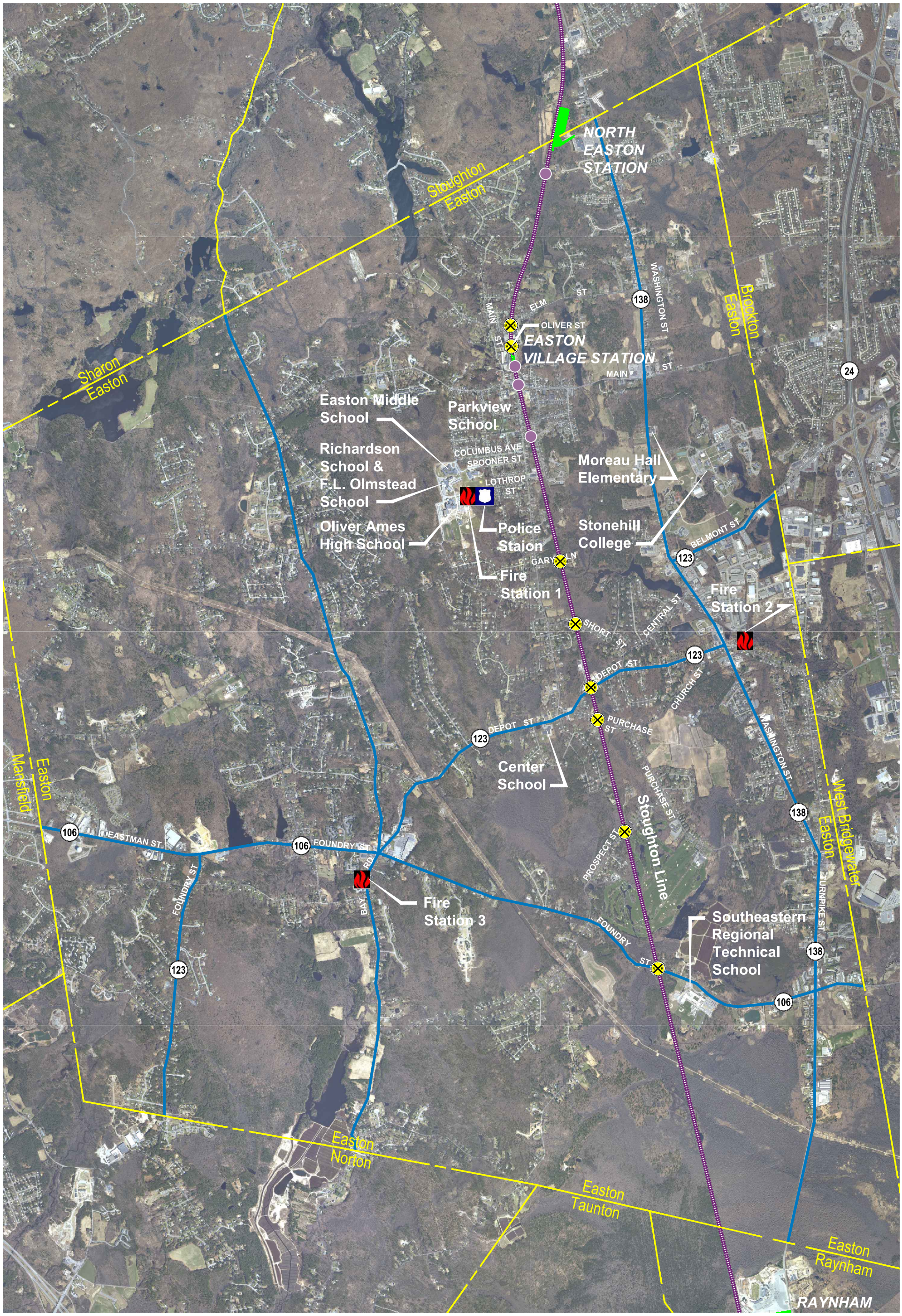
0 1500 3000 Feet

Legend

- Stoughton Alternative
- Primary Emergency Vehicle Routes*
- Existing Grade Crossing to Remain
- Proposed Grade Crossing
- Existing Grade Crossing to be Closed
- Existing Grade Separated Crossing to Remain
- Proposed Grade Separated Crossing
- Proposed Station Location
- Fire Station
- Police Station
- Hospital

*Primary emergency vehicle routes provided by municipality's emergency

Figure 4.1-45
Stoughton Grade Crossings



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Legend

- Stoughton Alternative
- Primary Emergency Vehicle Routes*
- Existing Grade Crossing to Remain
- Proposed Grade Crossing
- Existing Grade Crossing to be Closed
- Existing Grade Separated Crossing to Remain
- Proposed Grade Separated Crossing
- Proposed Station Location
- Fire Station
- Police Station
- Hospital

*Primary emergency vehicle routes provided by municipality's emergency o

Figure 4.1-46
Easton Grade Crossings

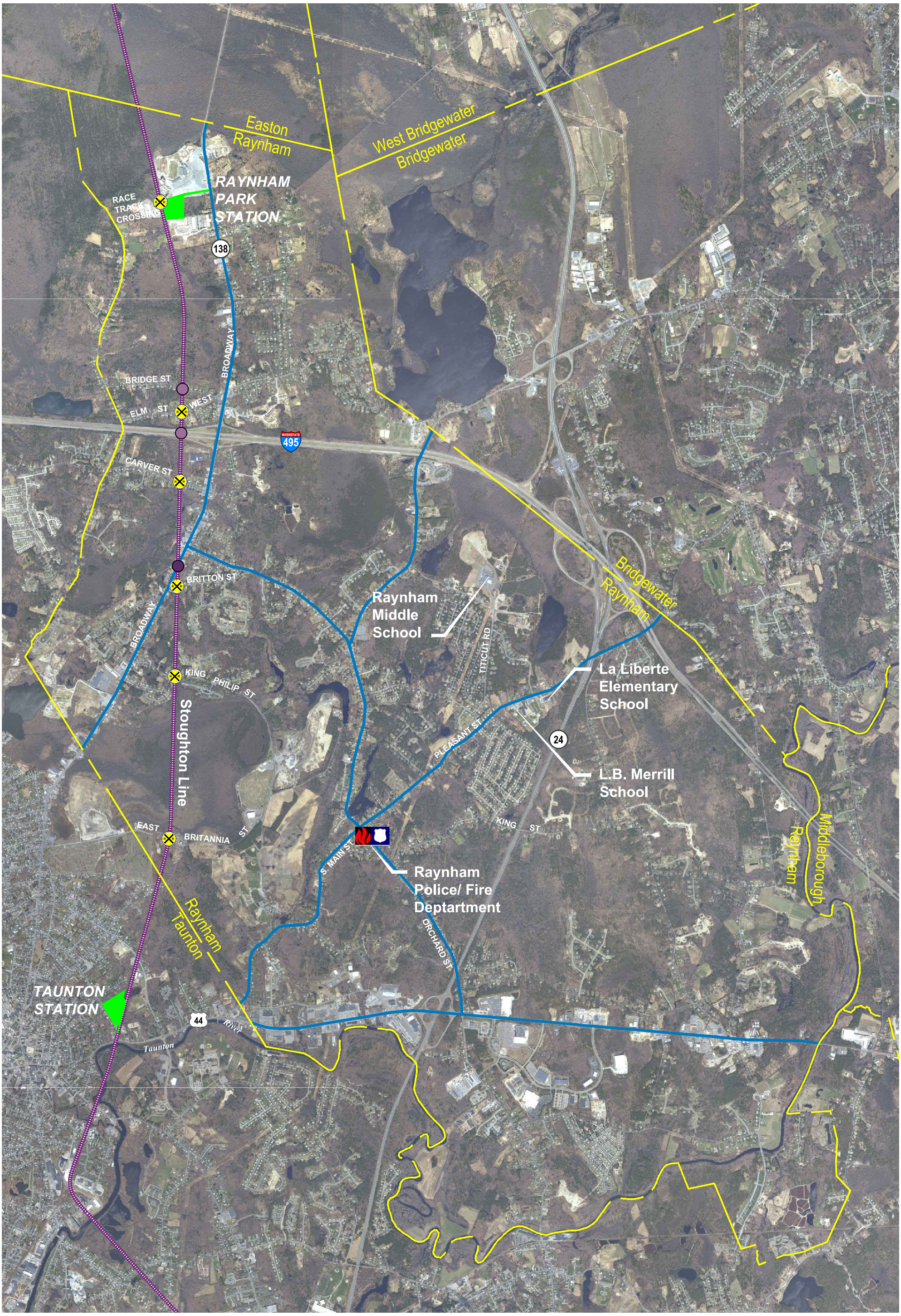


Figure 4.1-47
Raynham Grade Crossings

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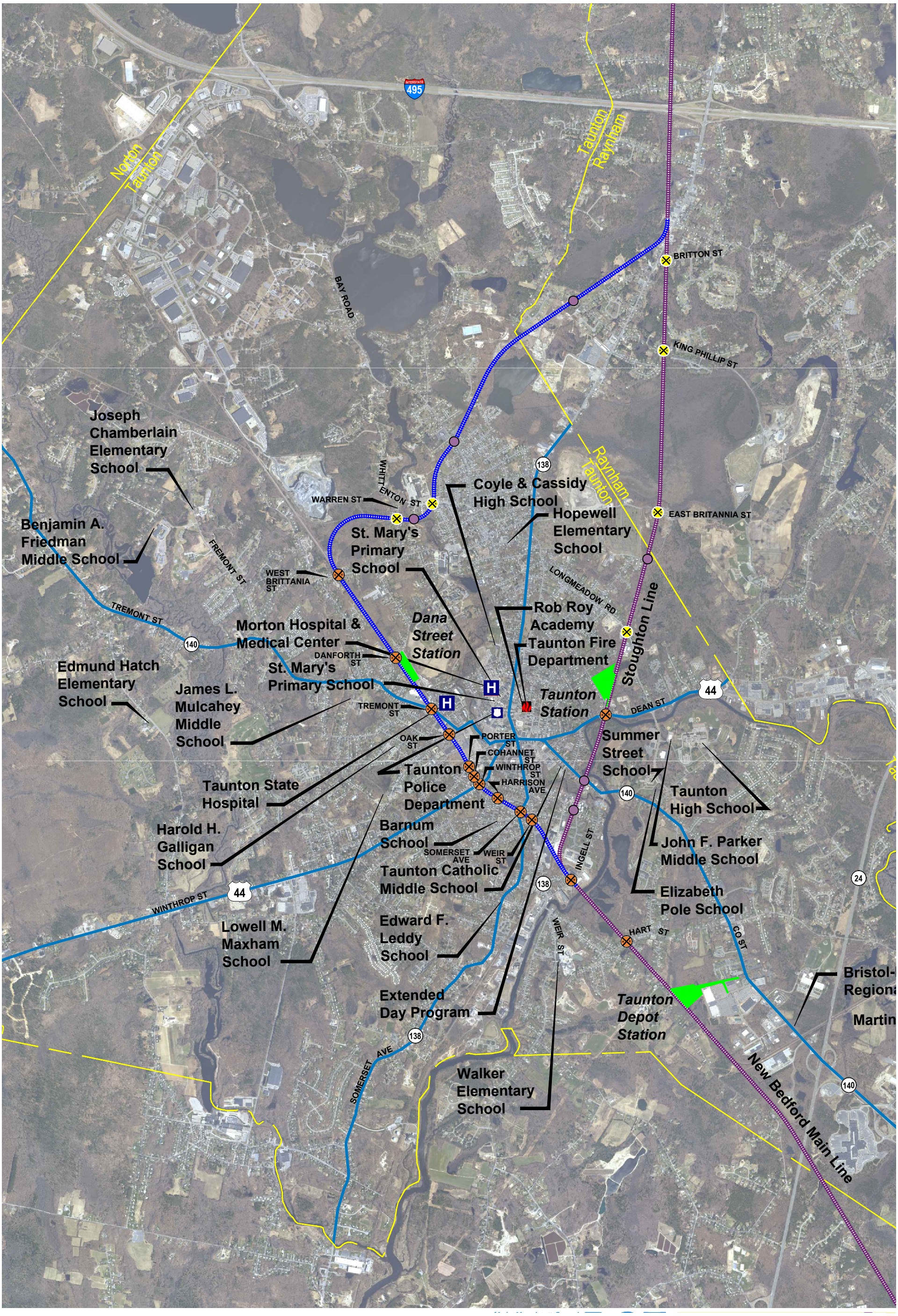


Figure 4.1-48
Tauton Grade Crossings

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Figure 4.1-49
Berkley Grade Crossings

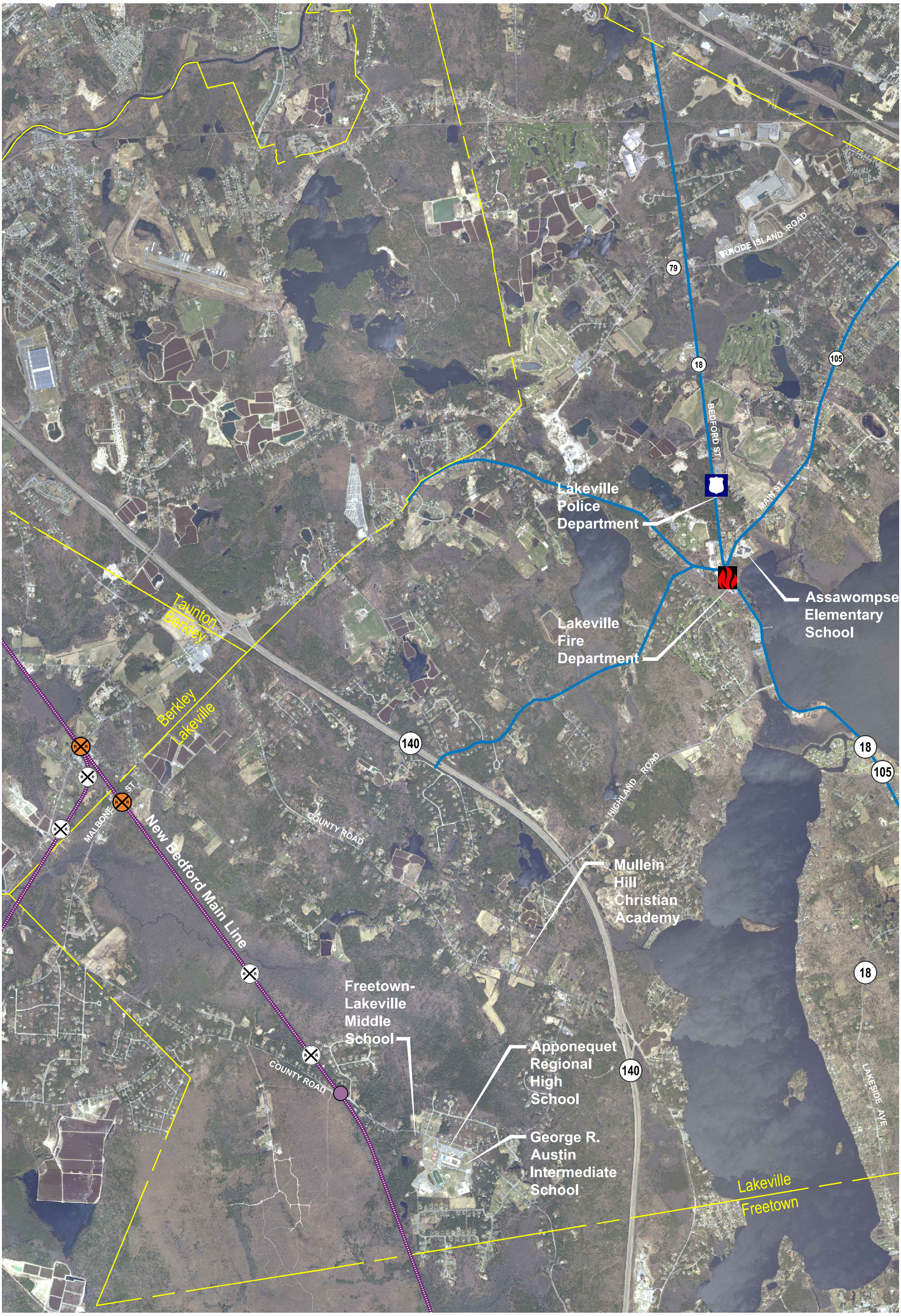


Figure 4.1-50
Lakeville Grade Crossings

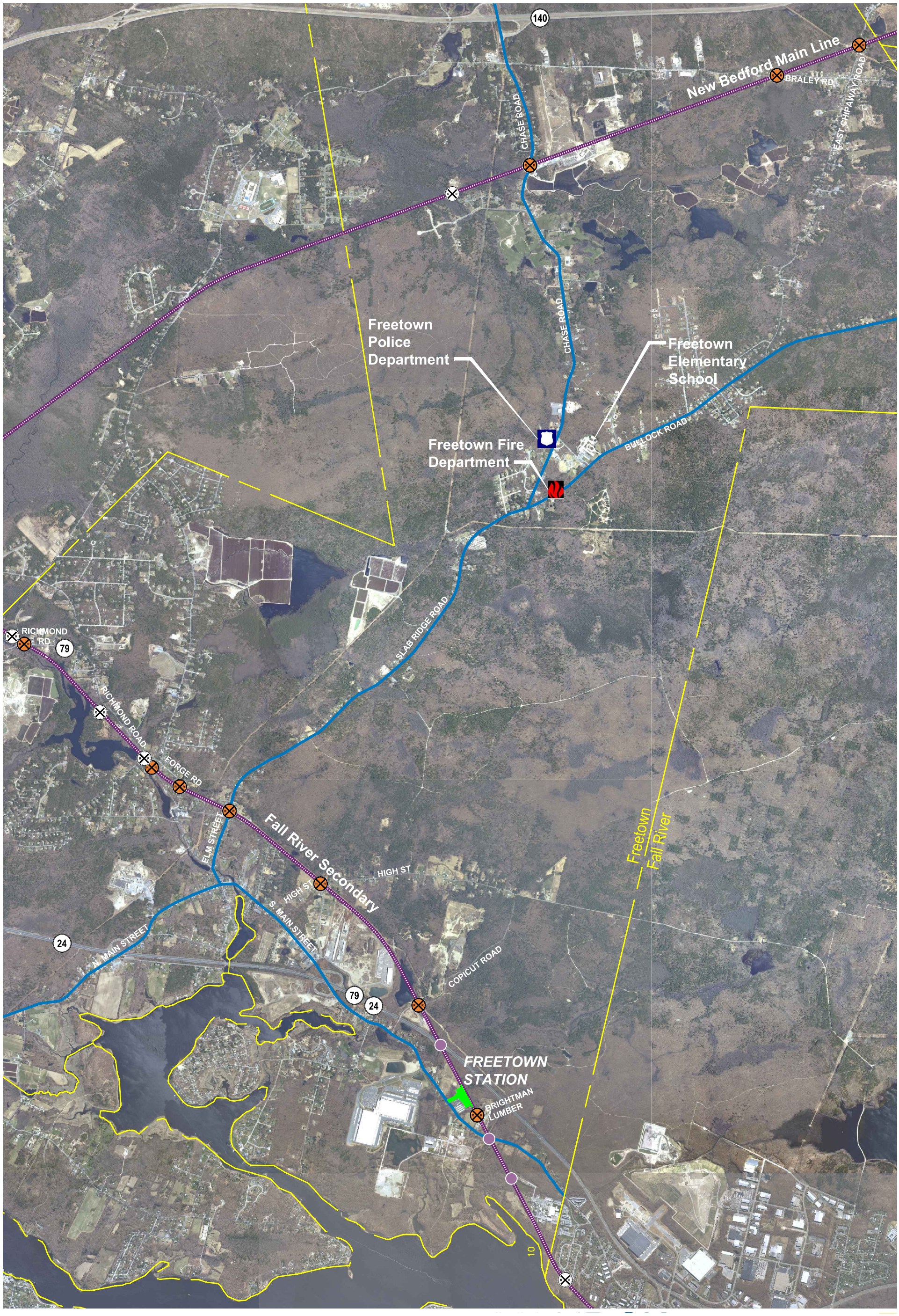
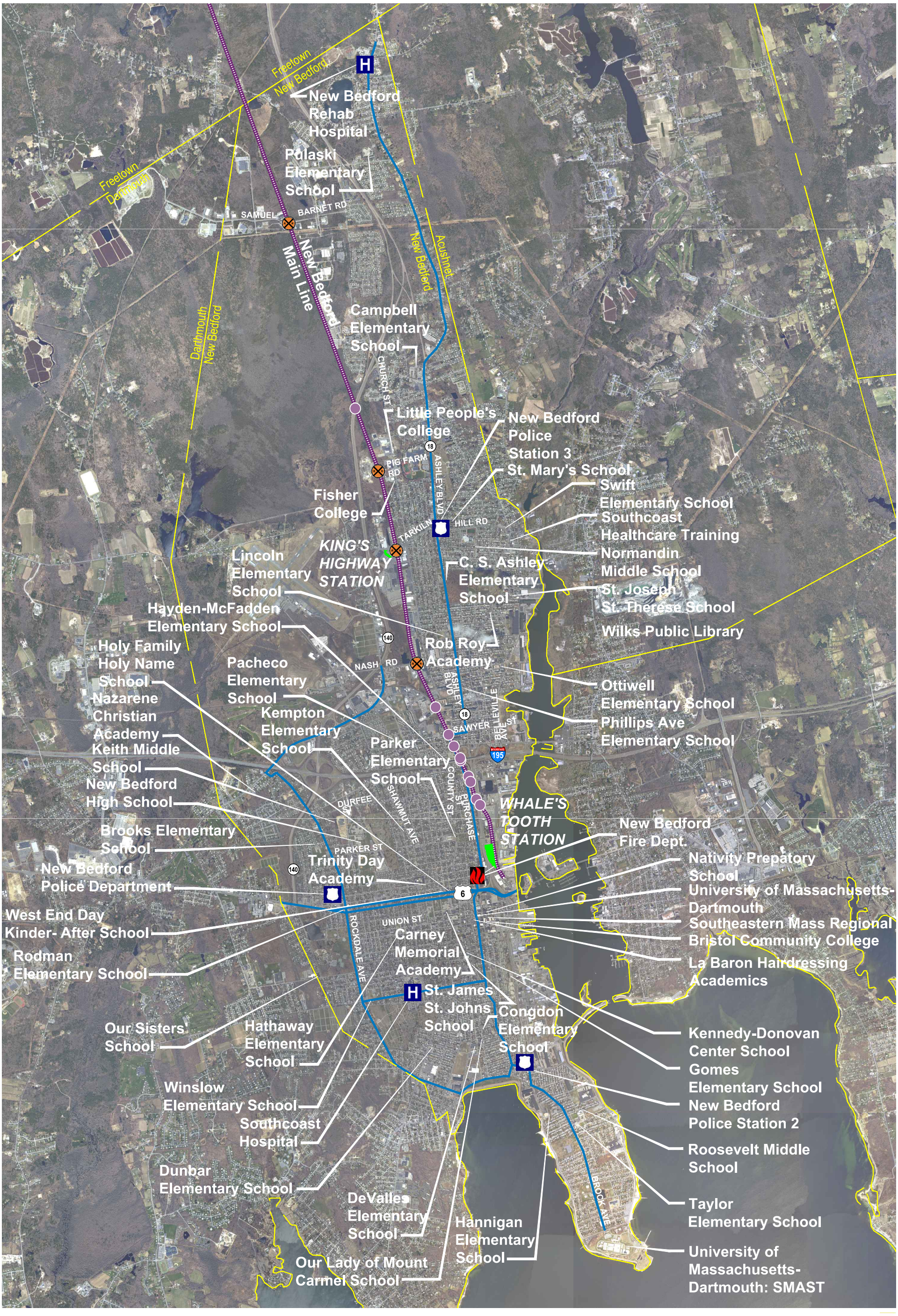


Figure 4.1-51
Freetown Grade Crossings

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Figure 4.1-52
New Bedford Grade Crossings

Fall River Secondary
BMC Durfee High School
Silvia Elementary School
Tansey Elementary School
Bristol Community College
Morton Middle School
Bishop Connolly High School
Holy Name School
FALL RIVER DEPOT STATION
Borden Elementary School
Antioch School
Deaconess Home
Charlton Memorial Hospital
Resiliency Prep
Kuss Middle School
Doran Elementary School
Fonseca Elementary School
Fall River Police Department
BATTLESHIP COVE STATION
Fisher College
Rob Roy Academy
Talbot Middle School
East Gate Christian Academy
Saint Anne's Hospital
Fall River Fire Department
Notre Dame De Lourdes School
Espirito Santo Elementary School
Viveiros Elementary School
William S. Greene School
Watson Elementary School
Holy Trinity School
Henry Lord Middle School
Le Tourneau Elementary School
ROBESON ST
PRESIDENT AVE
LOCUST ST
PLEASANT ST
EASTERN AVE
BAY ST
S MAIN ST
Fall River
Westport
79
24
6
195
138
81

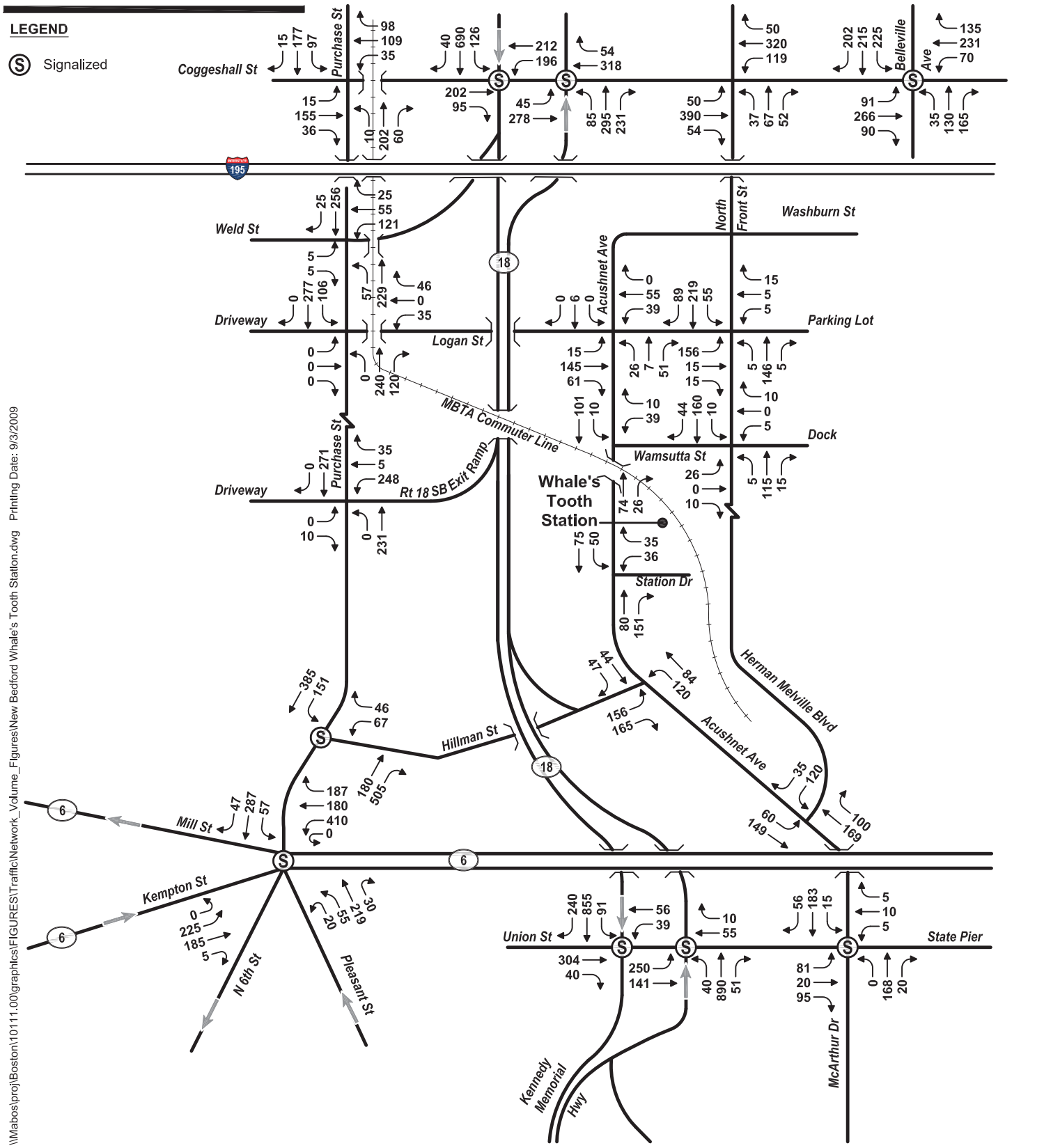
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Legend
- Stoughton Alternative
- Primary Emergency Vehicle Routes*
- Existing Grade Crossing to Remain
- Proposed Grade Crossing
- Existing Grade Crossing to be Closed
- Existing Grade Separated Crossing to Remain
- Proposed Grade Separated Crossing
- Proposed Station Location
- Fire Station
- Police Station
- Hospital

*Primary emergency vehicle routes provided by municipality's emergency off

\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Grade_Crossings\Grade Crossing Memo\Grade Crossing Safety Calculations\Aerial Images\FallRiver\10111100_FallRiver_Aerial.dwg Printing Date: 5/14/2012 3:19 PM

Figure 4.1-53
Fall River Grade Crossings



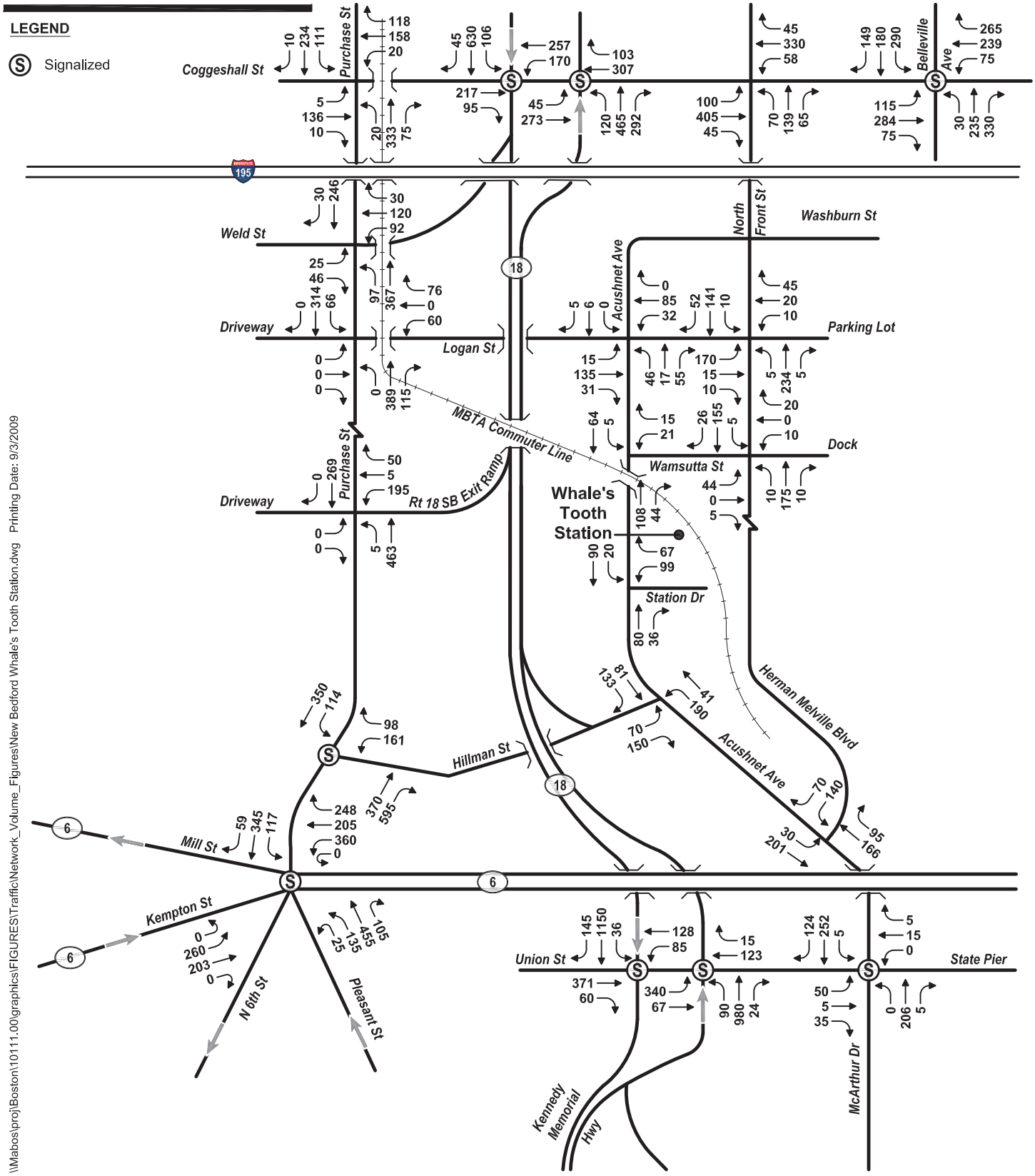
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Not to Scale

Figure 4.1-54

New Bedford - Whale's Tooth Stations

Build Weekday Morning Peak Hour Traffic Volumes



Not to Scale

Figure 4.1-55

New Bedford - Whale's Tooth Stations

Build Weekday Evening Peak Hour Traffic Volumes

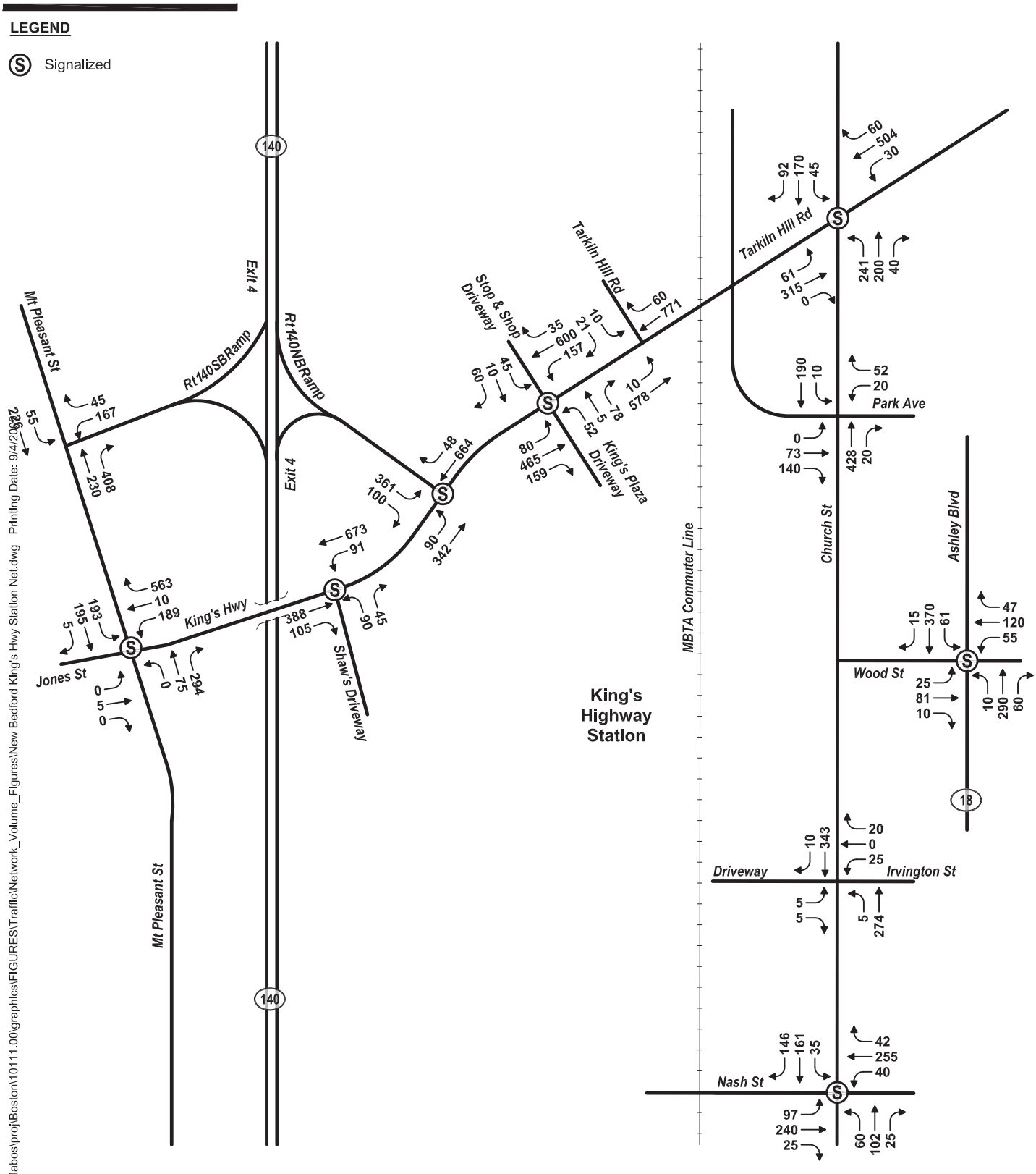


Figure 4.1-56

New Bedford - King's Highway Station

Build Weekday Morning Peak Hour Traffic Volumes

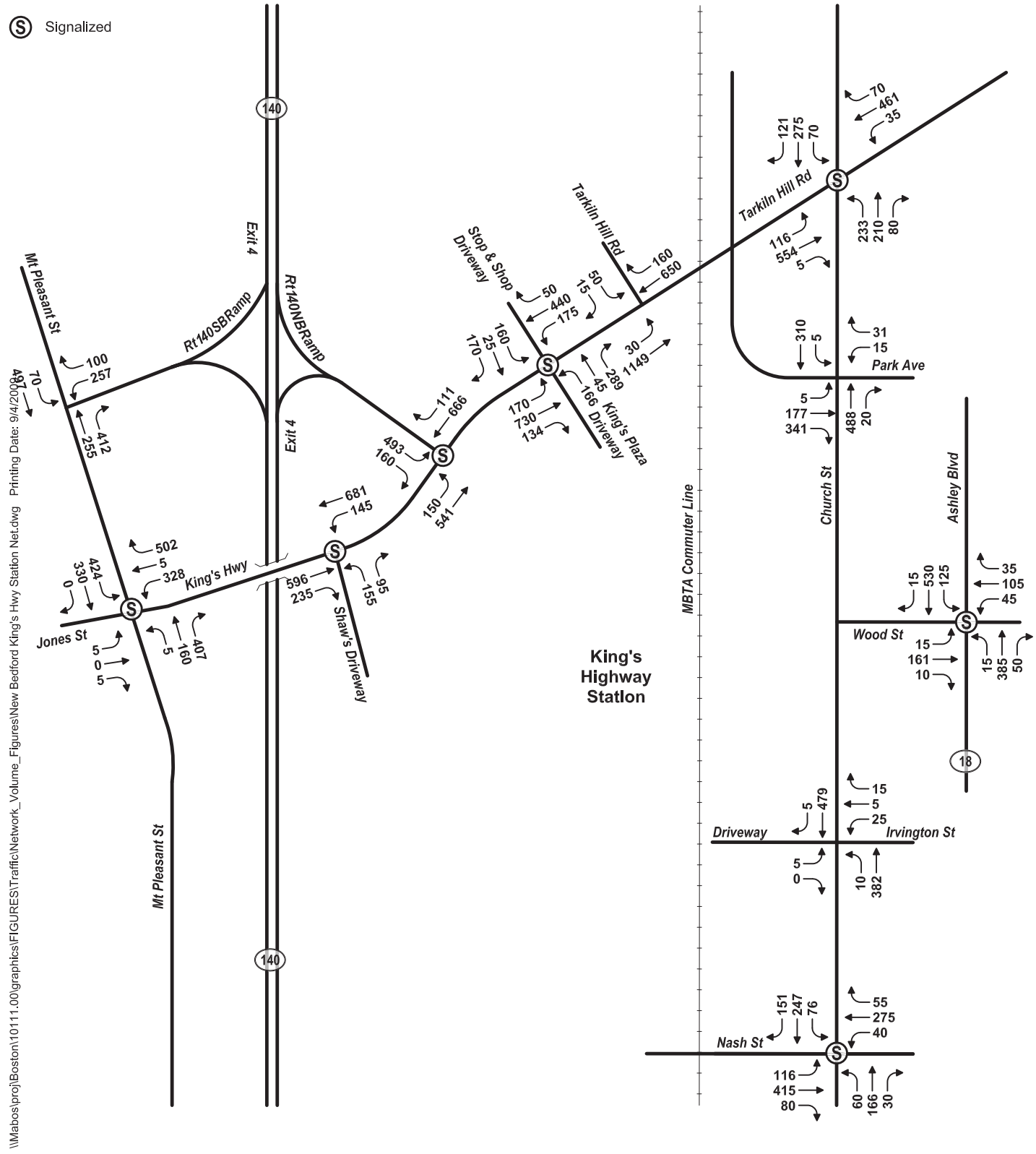
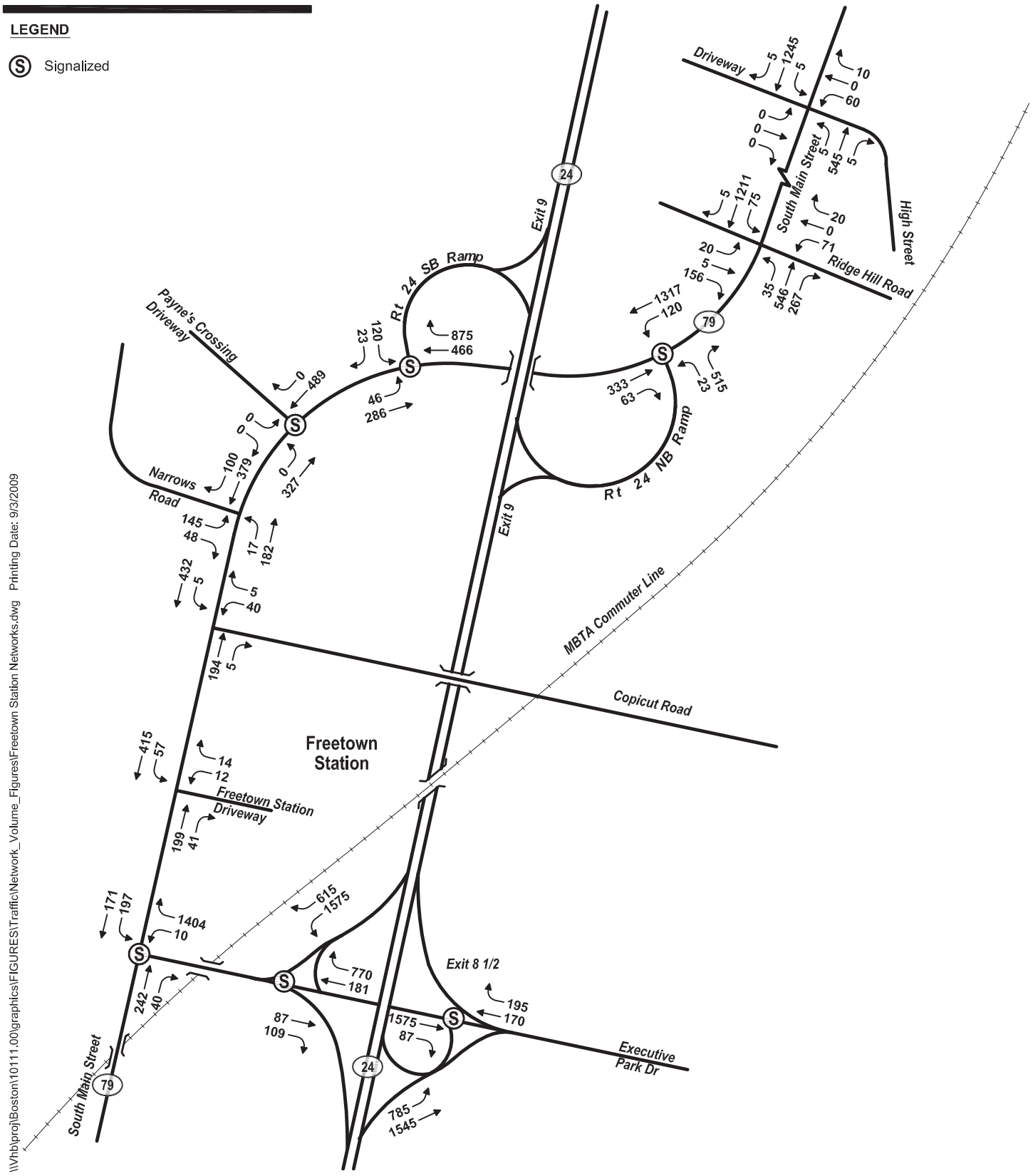


Figure 4.1-57

New Bedford - King's Highway Station

Build Weekday Evening Peak Hour Traffic Volumes



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Not to Scale

Figure 4.1-58

Freetown Stations

Build Weekday Morning Peak Hour Traffic Volumes

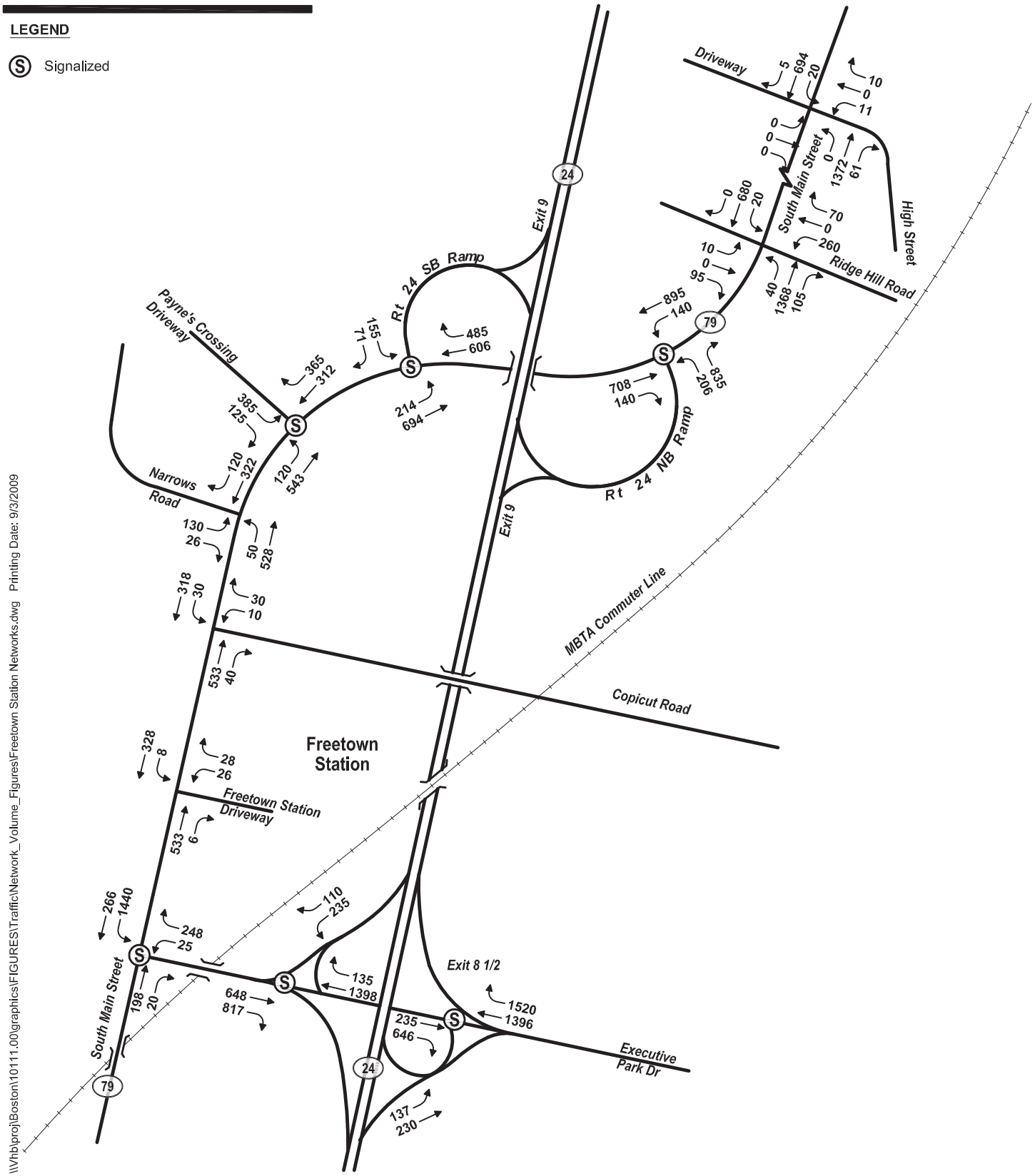


Figure 4.1-59

Freetown Stations

Build Weekday Evening Peak Hour Traffic Volumes

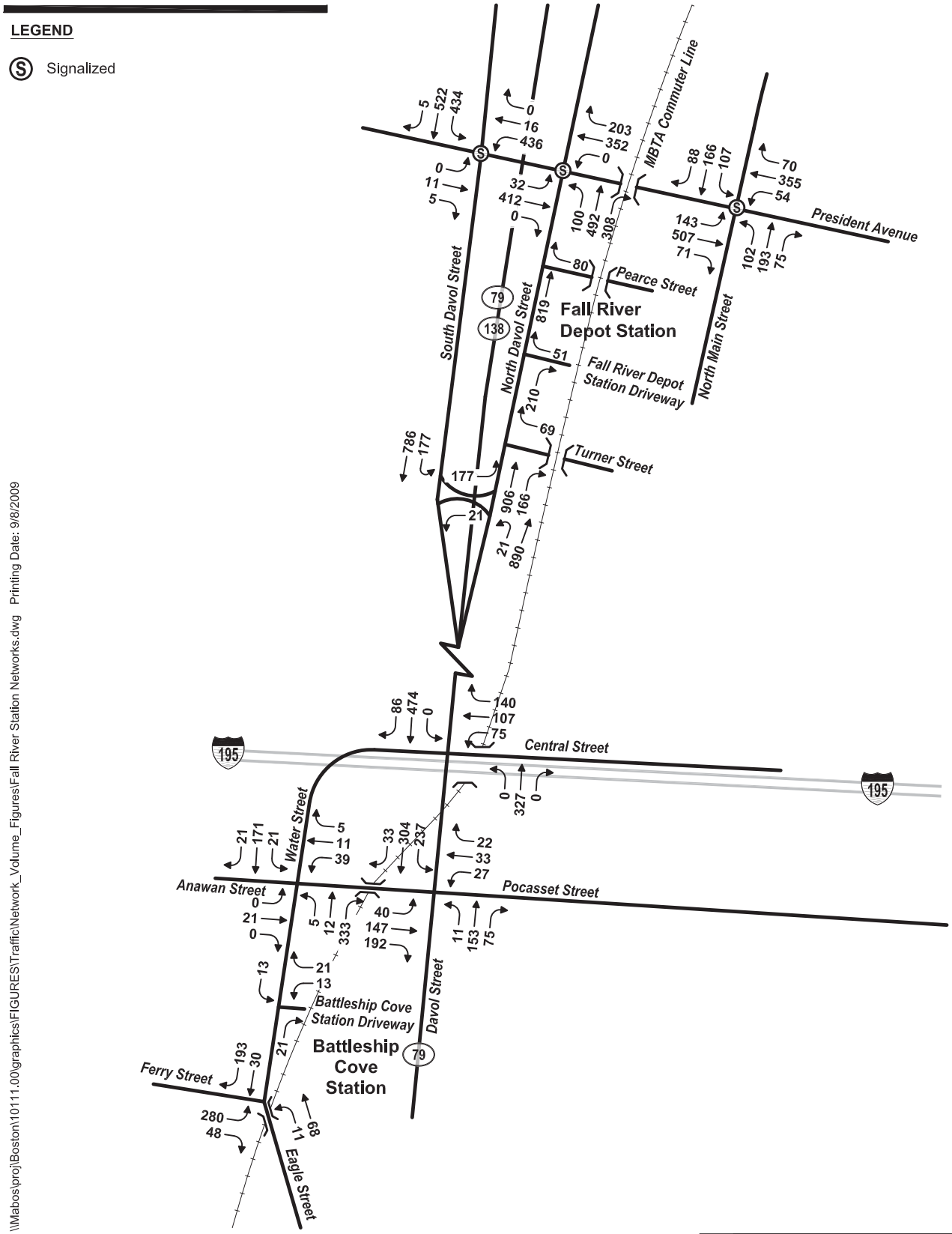
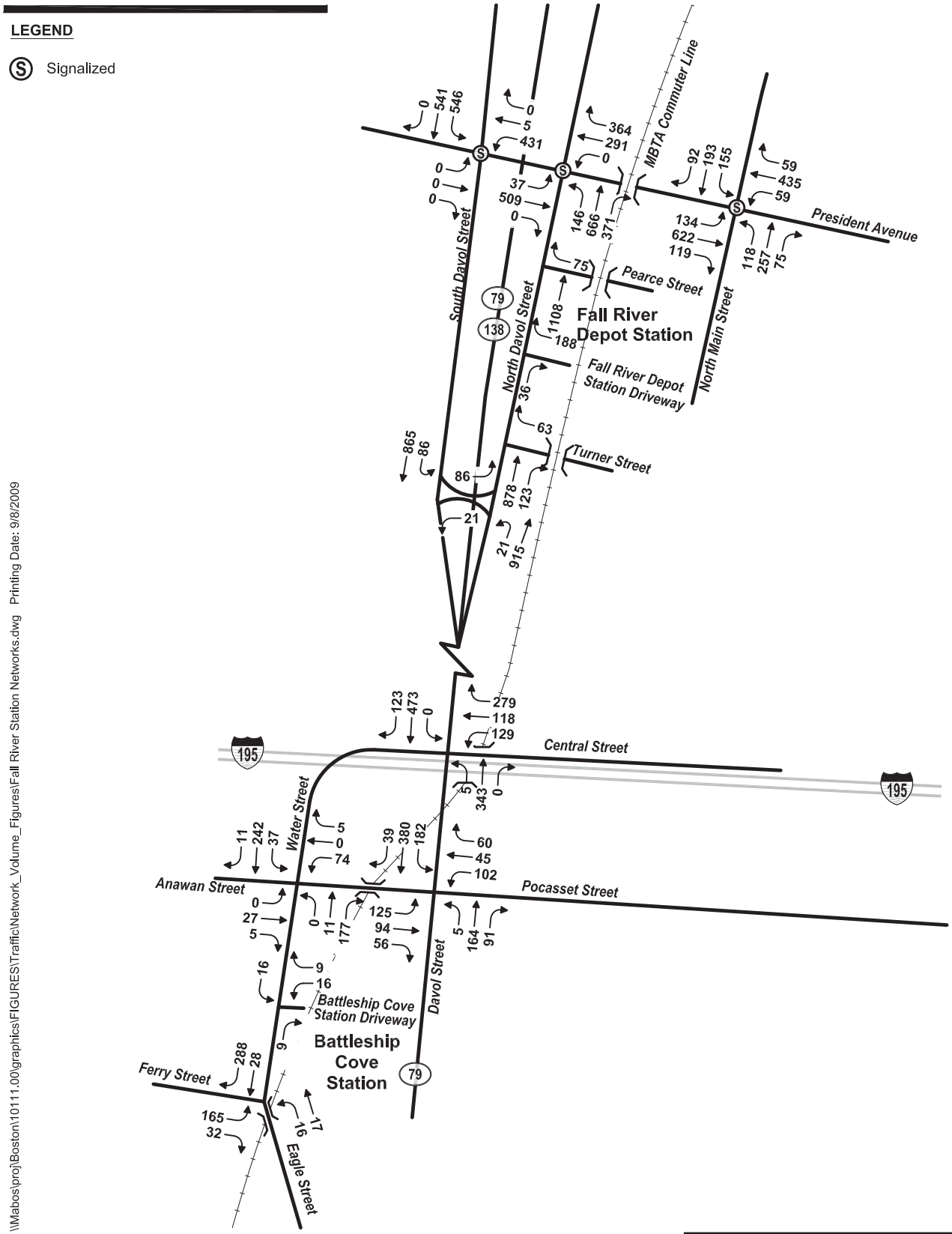


Figure 4.1-60

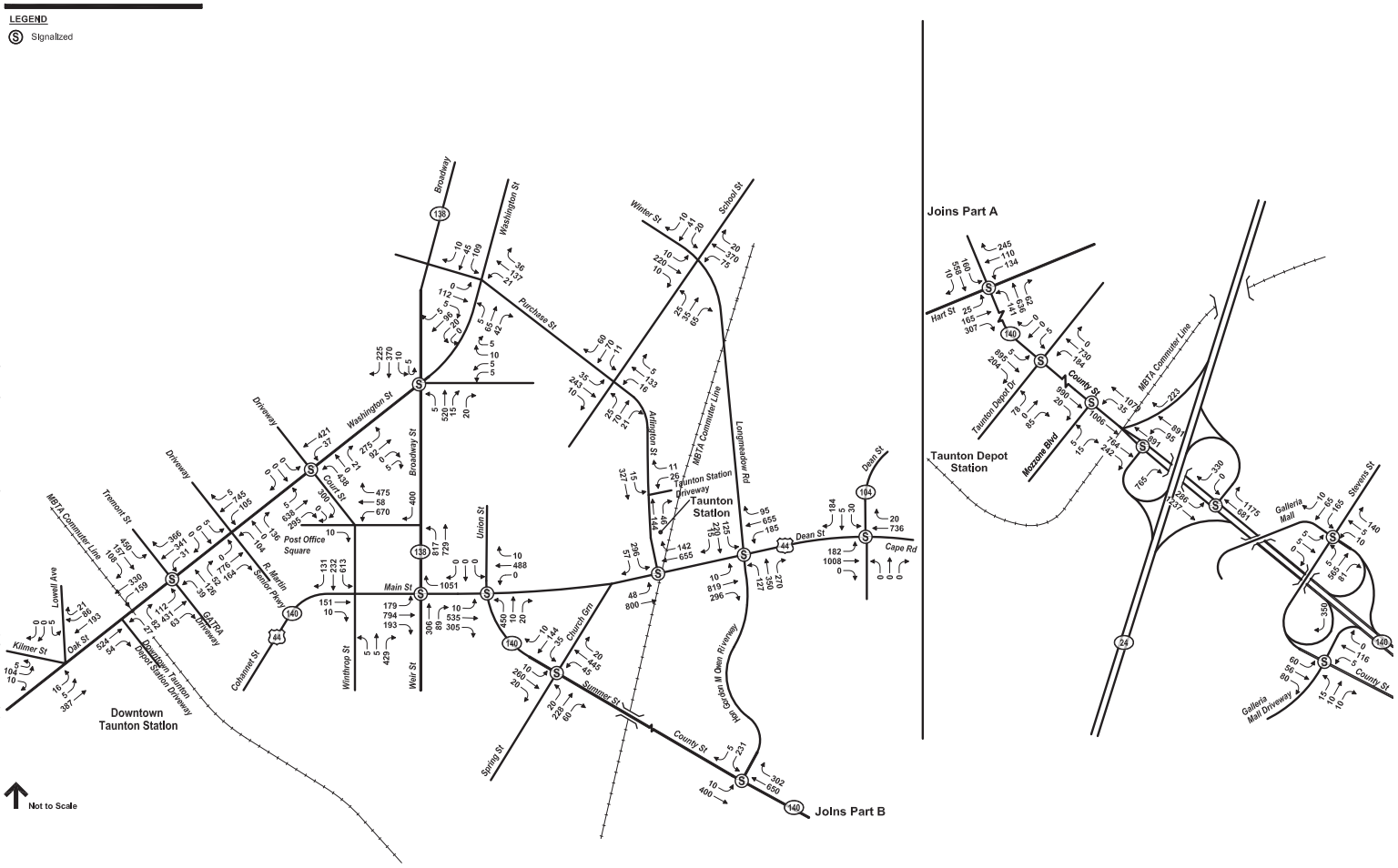
Fall River Stations

Build Weekday Morning Peak Hour Traffic Volumes



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Figure 4.1-61
Fall River Stations
Build Weekday Evening Peak Hour Traffic Volumes



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Figure 4.1-62
Taunton Stations
Build Weekday Morning Peak Hour Traffic Volumes

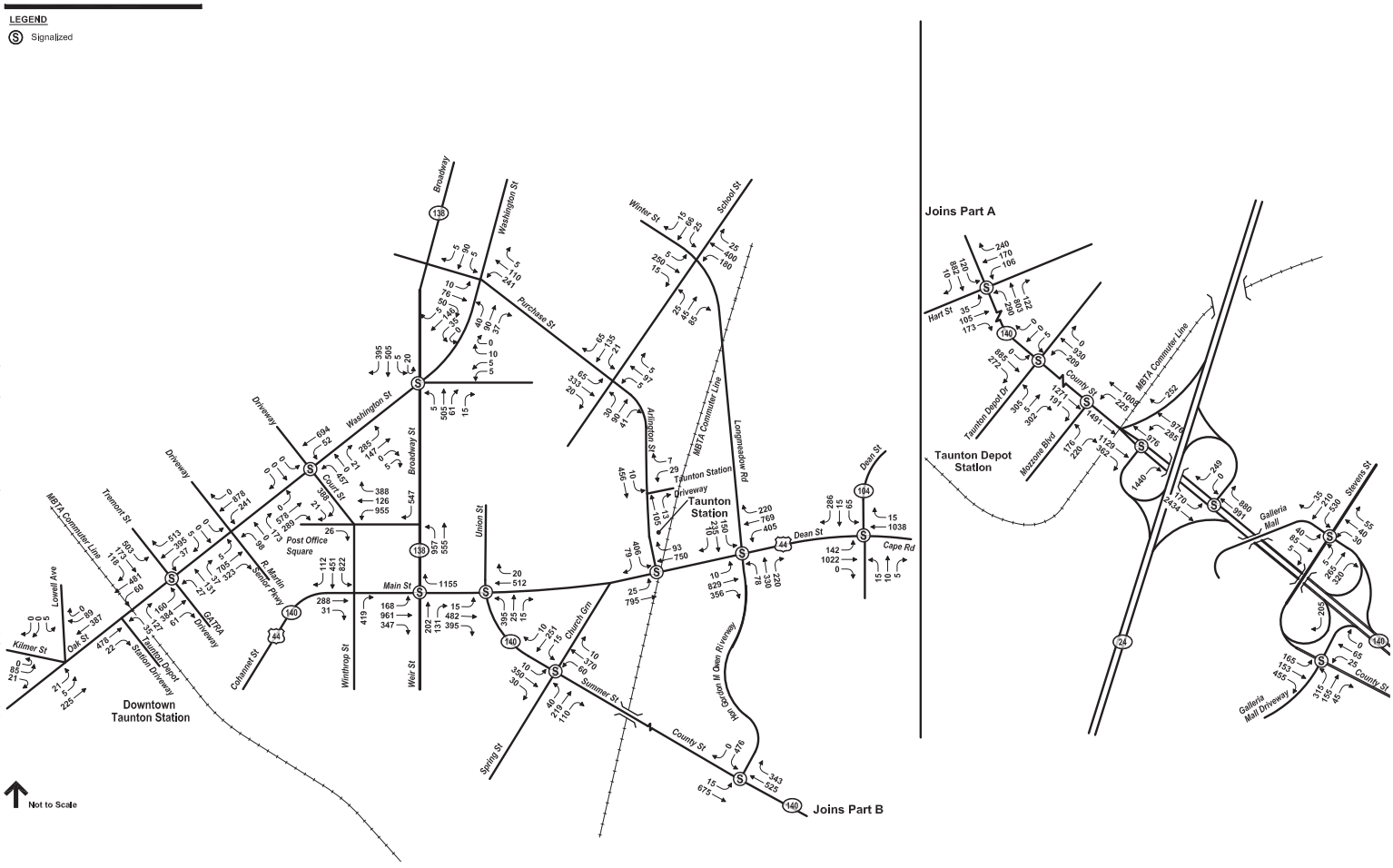


Figure 4.1-63
Taunton Stations
Build Weekday Evening Peak Hour Traffic Volumes

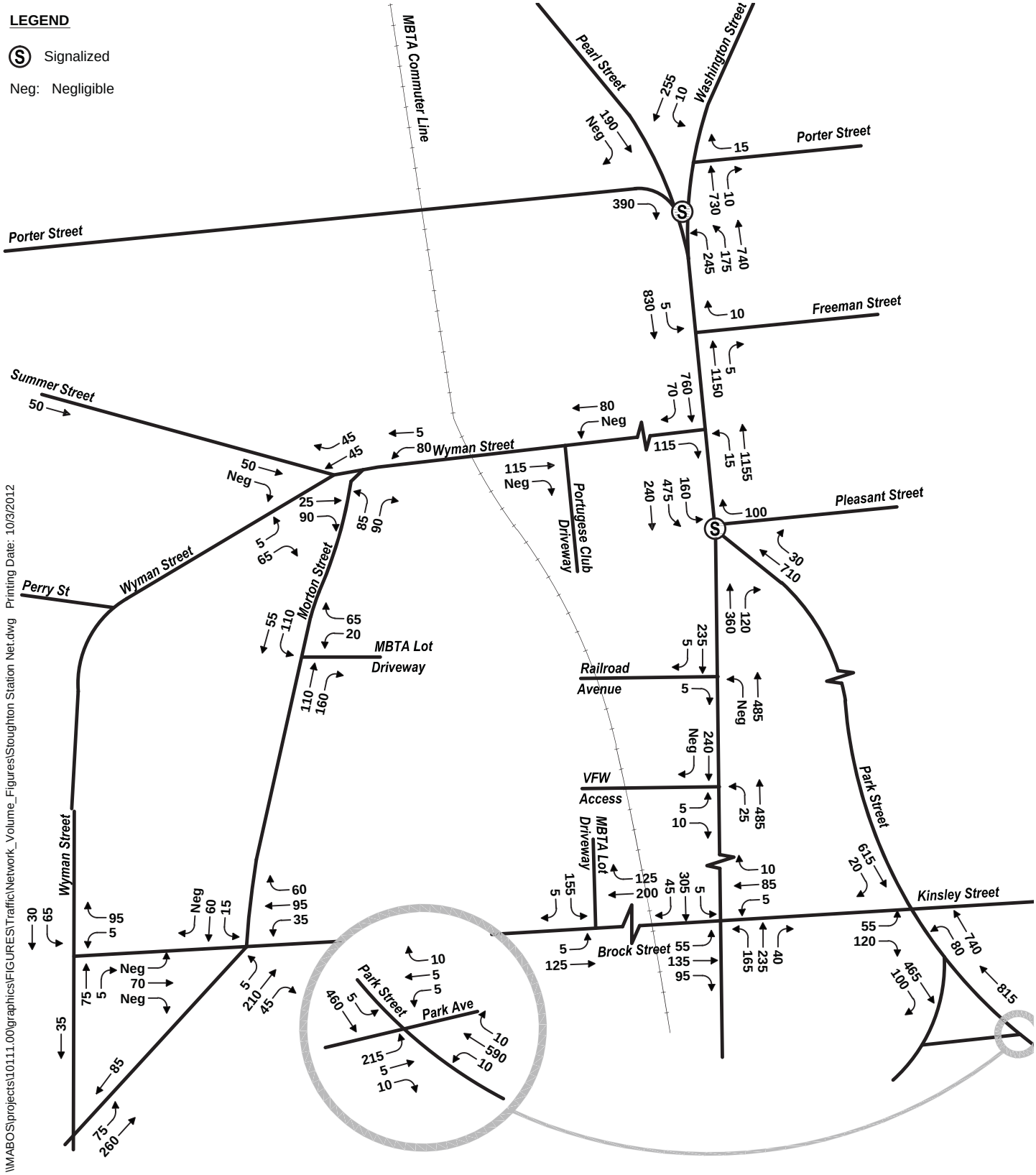


Figure 4.1-64

Relocated Stoughton Station

Build Condition Weekday Morning Peak Hour Traffic Volumes

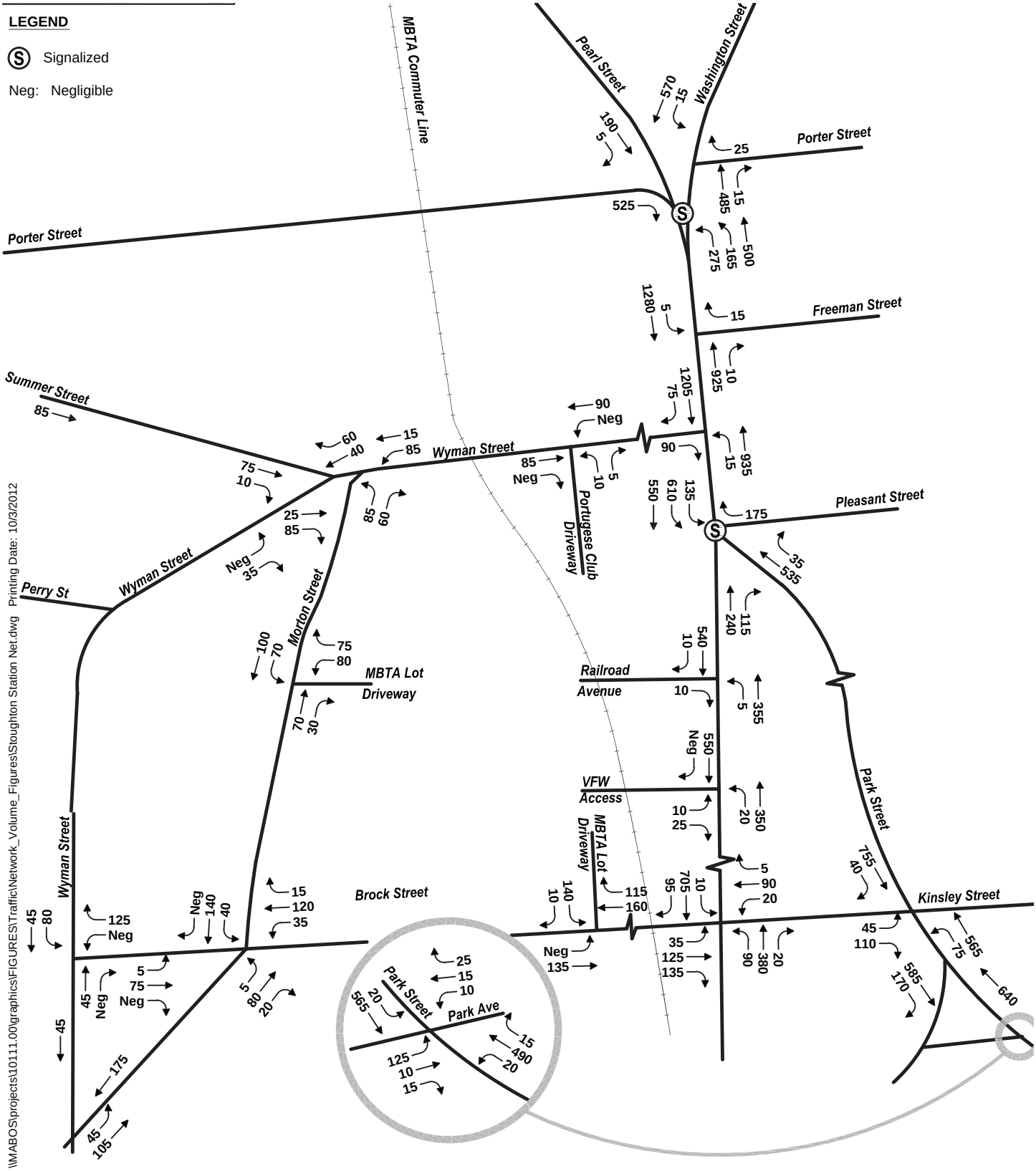


Figure 4.1-65

Relocated Stoughton Station

Build Condition Weekday Evening Peak Hour Traffic Volumes

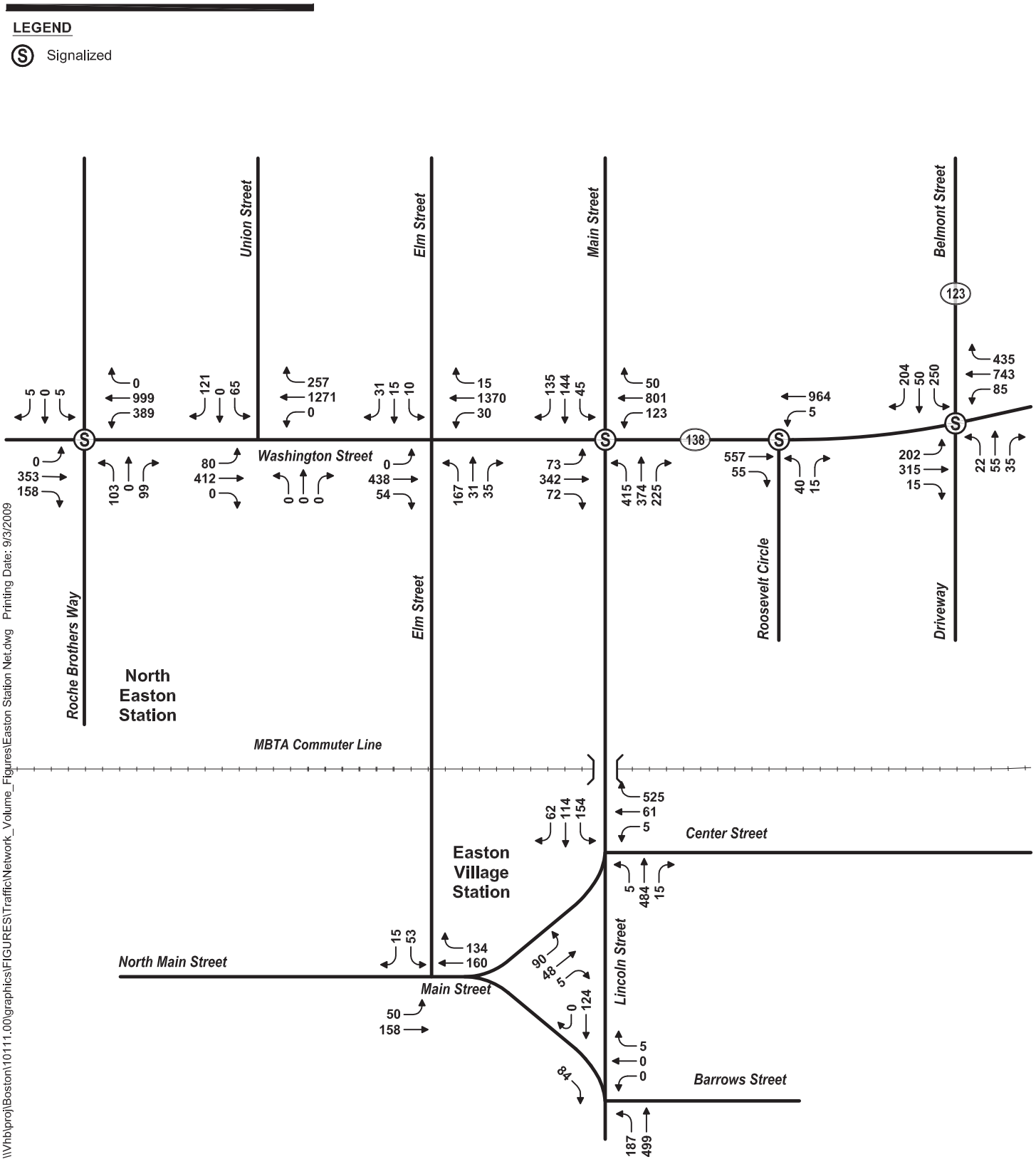


Figure 4.1-66

Easton Stations

Build Weekday Morning Peak Hour Traffic Volumes

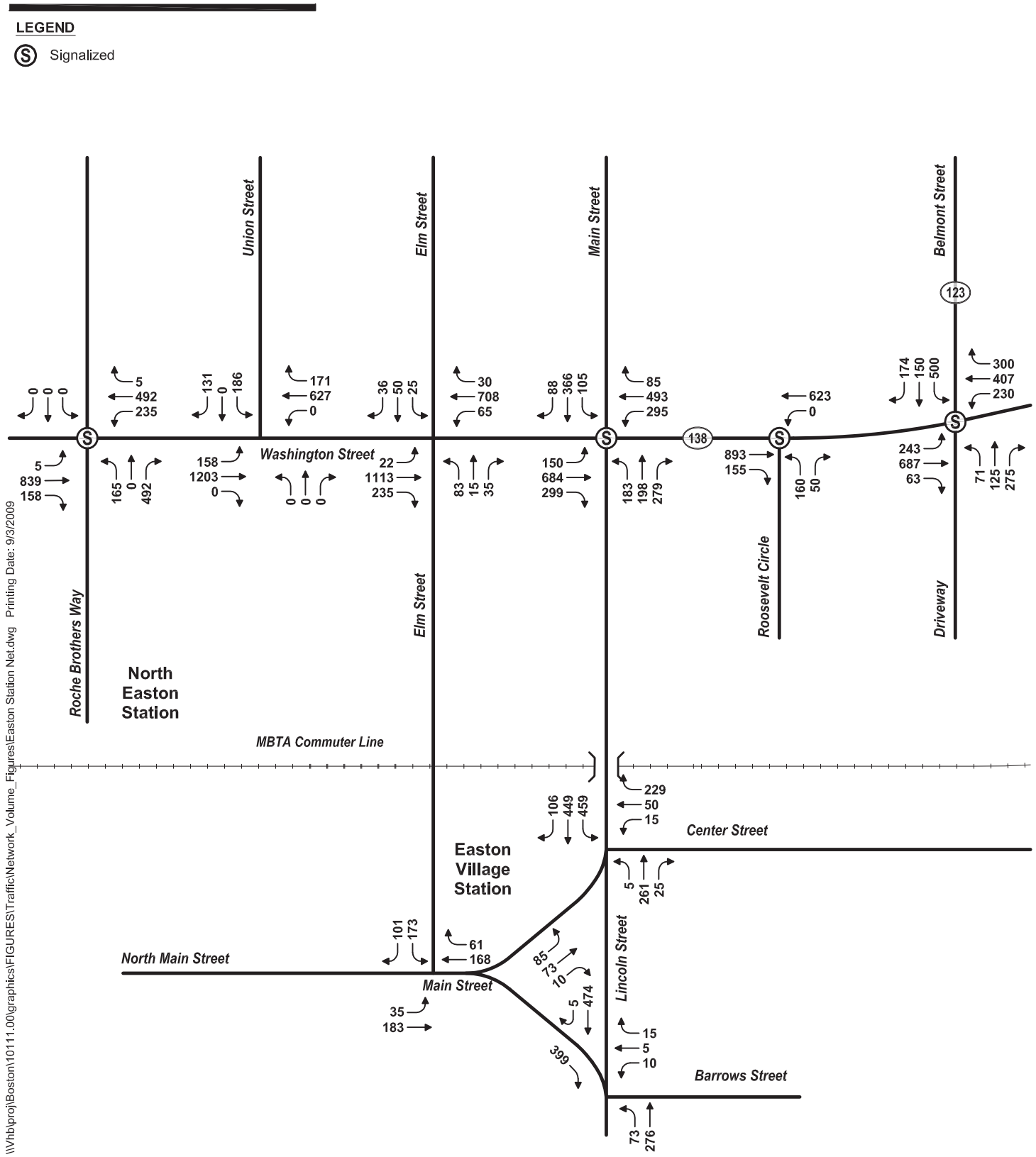
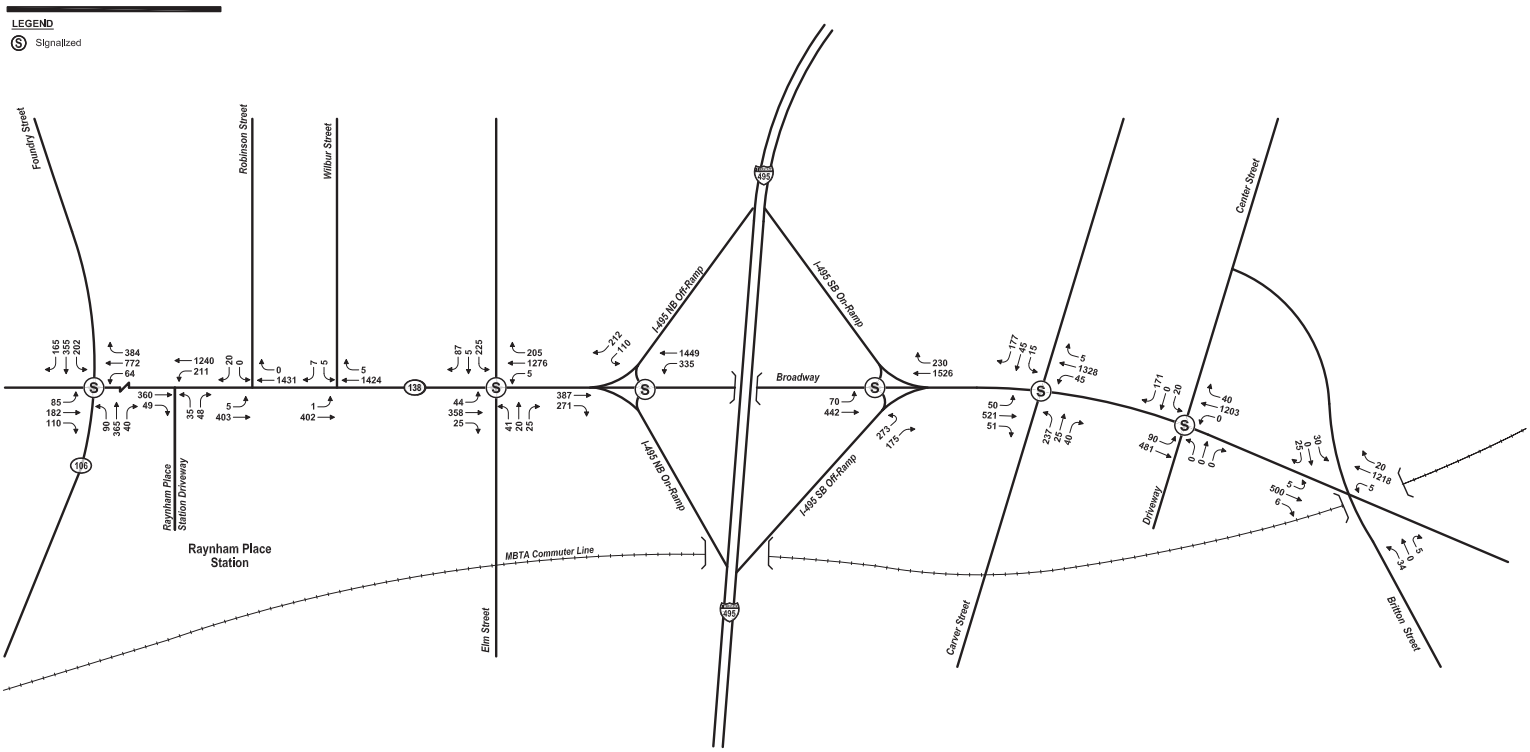


Figure 4.1-67

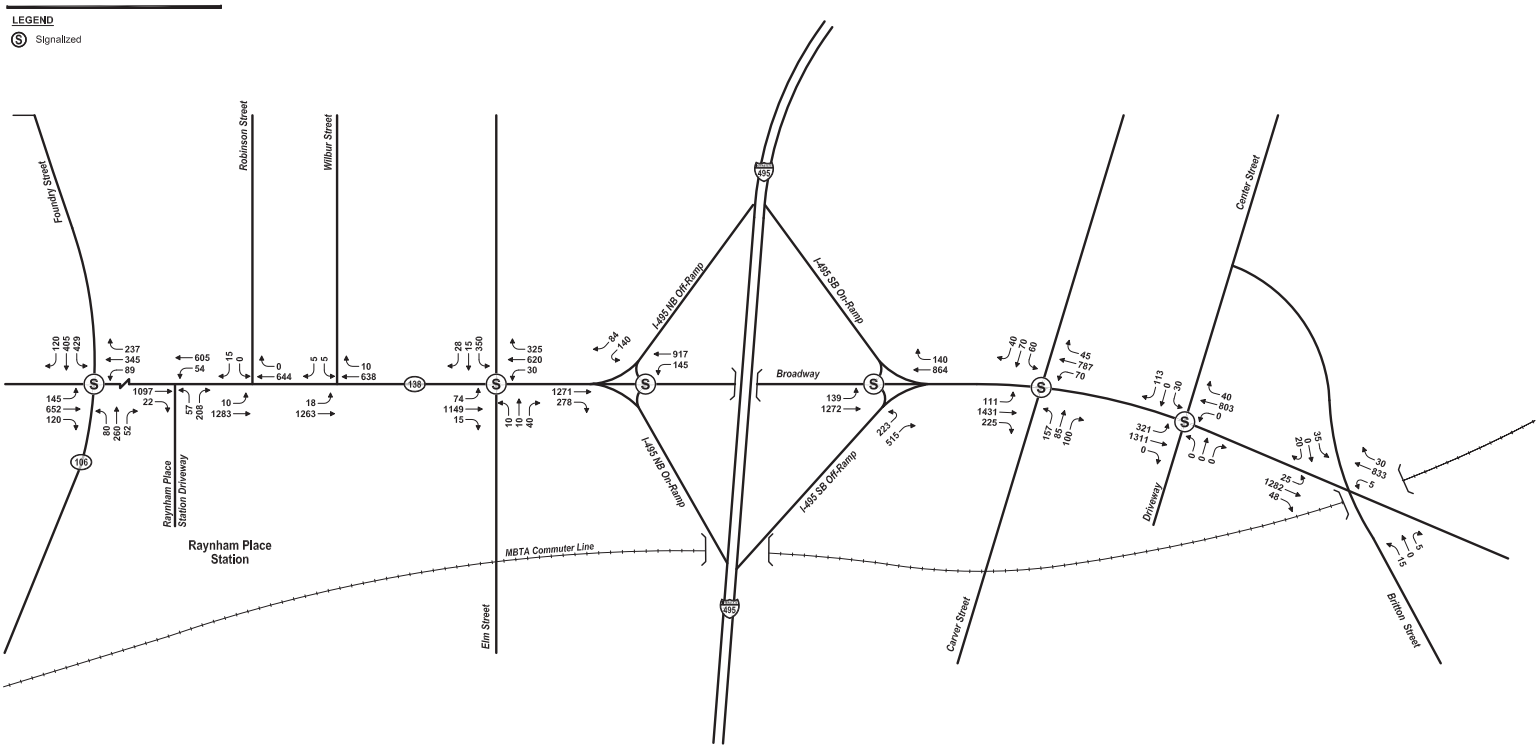
Easton Stations

Build Weekday Evening Peak Hour Traffic Volumes



Not to Scale

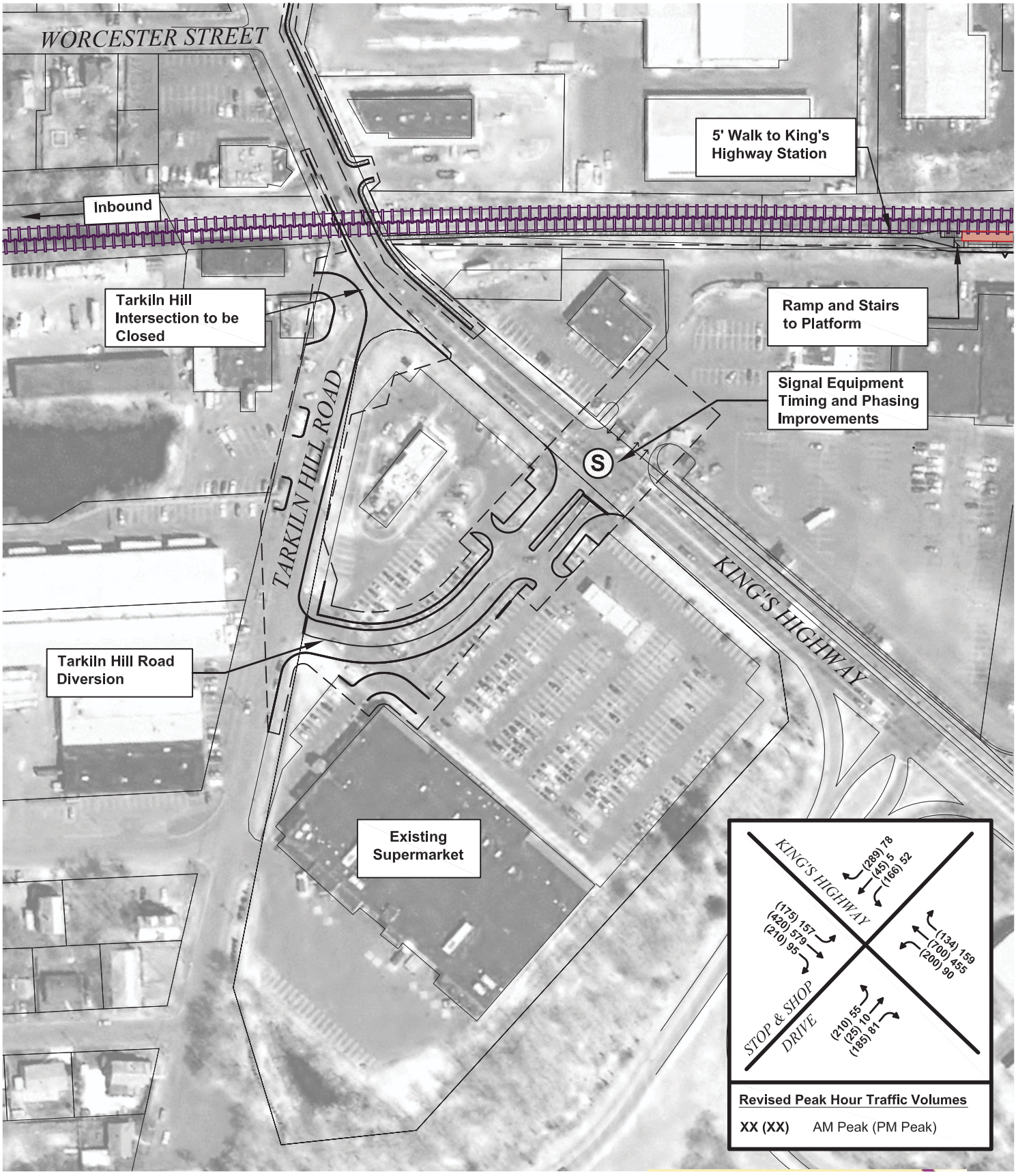
Figure 4.1-68
Raynham Park
Build Weekday Morning Peak Hour Traffic Volumes



Not to Scale

\\Mbjprod\Boston\101111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Raynham Station Net.dwg Printing Date: 9/3/2009

Figure 4.1-69
Raynham Park
Build Weekday Evening Peak Hour Traffic Volumes



\\mabos\projects\10111.00\graphics\FIGURES\Traffic\Network_Volume_Figures\Prop Mitigation Kings_Highway at Tarklin Hill Rd.dwg Printing Date: 9/2/2009

0 80 160 Feet

Figure 4.1-70

Proposed Mitigation - King's Highway at Tarkiln Hill Road and Stop & Shop Driveway

Tile 1



Tile 2



Printing Date: 8/30/2012
File: \\nabo\projects\10111.00\GIS\project\FEIS\Land_Use\NewBedford_Page6.mxd

Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition

Municipal Zoning District Boundaries

CP	Conservation/Passive Recreation
GB	General Business
CB, LB	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
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MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

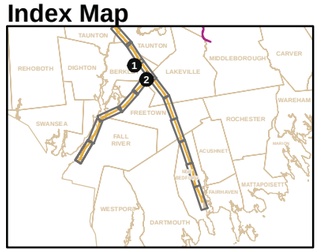
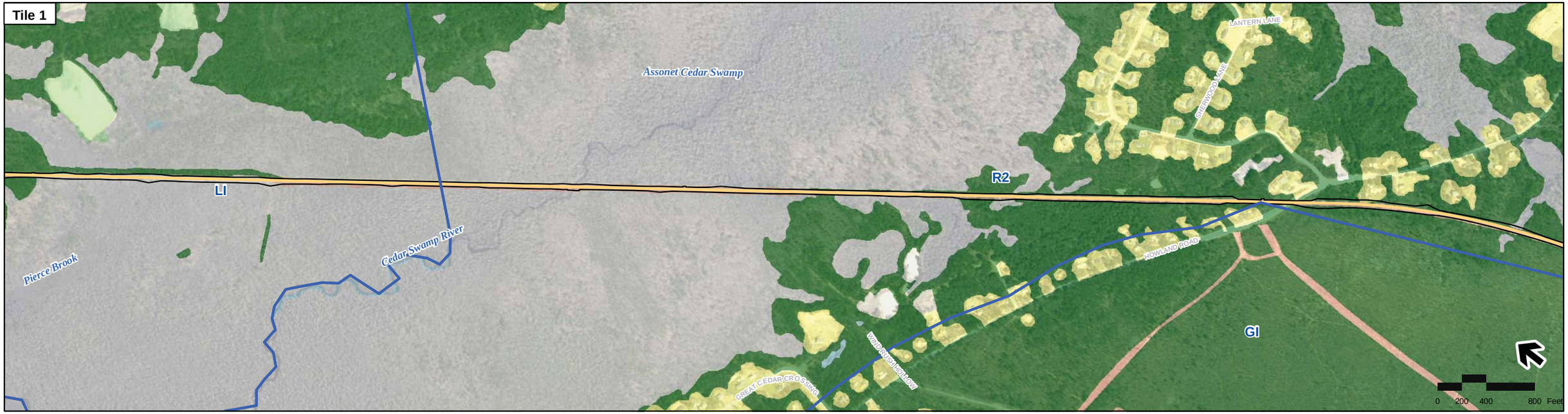


Figure 4.2-1a

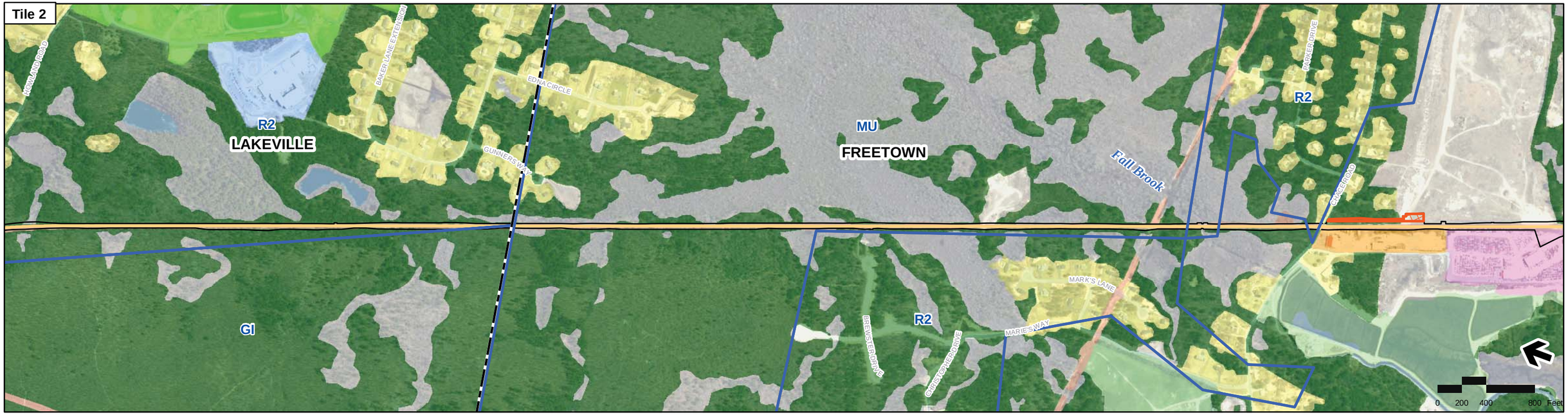
Land Acquisition Requirements

New Bedford Main Line

Tile 1



Tile 2



Printing Date: 8/30/2012
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Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition

Municipal Zoning District Boundaries

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Generalized Land Use

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- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

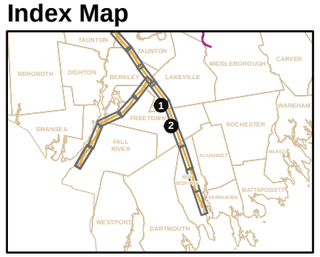
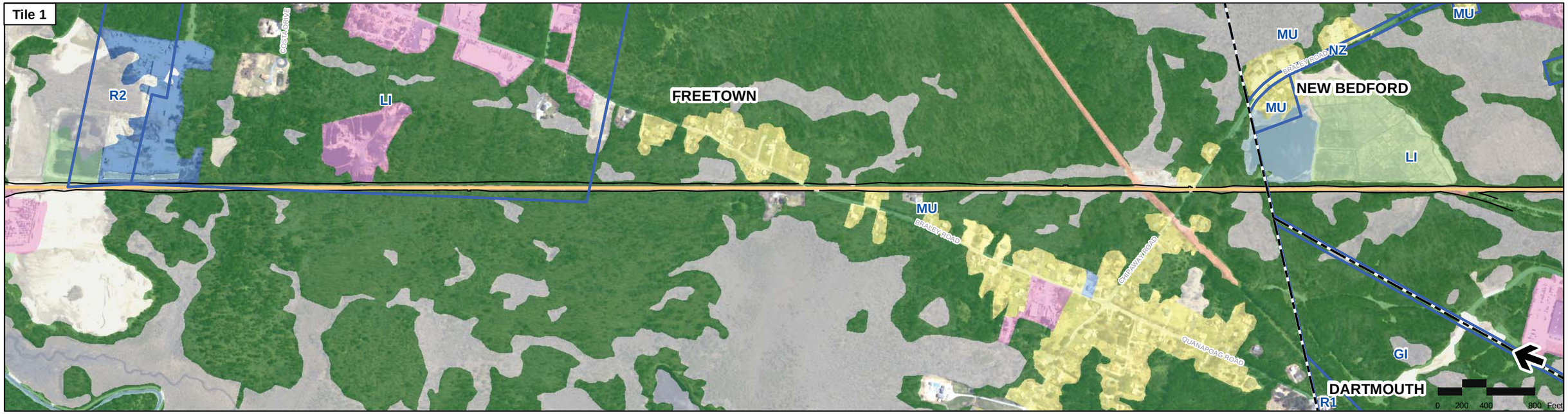


Figure 4.2-1b

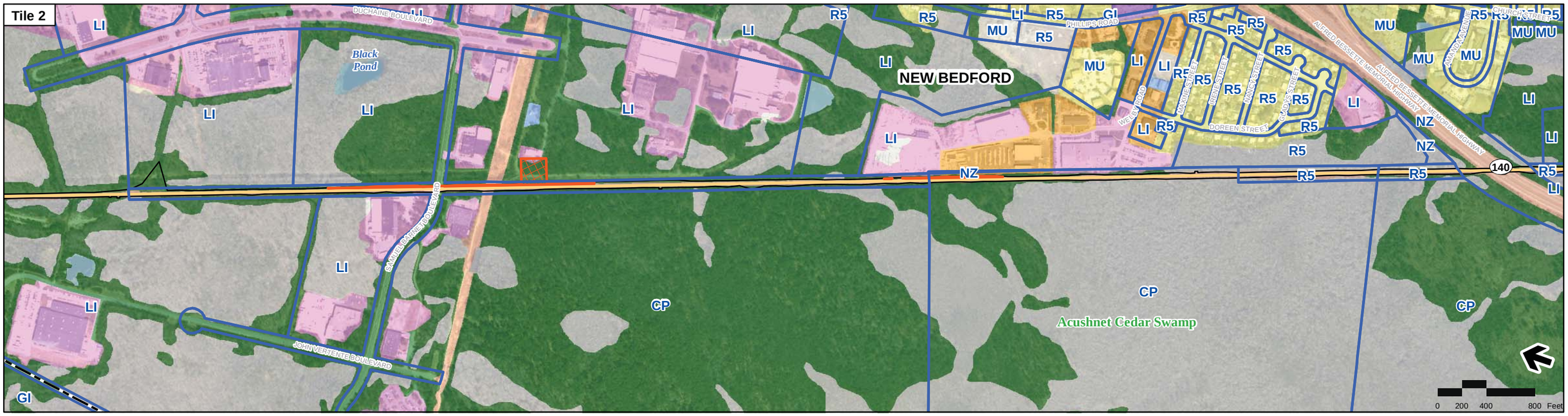
Land Acquisition Requirements

New Bedford Main Line

Tile 1



Tile 2



Printing Date: 8/30/2012
File: \\nabo\projects\10111.00\GIS\project\FEIS\Land_Use\NewBedford_Page8.mxd

Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition
- Municipal Zoning District Boundaries

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Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

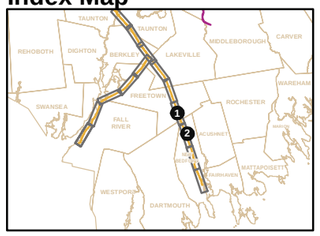


Figure 4.2-1c

Land Acquisition Requirements

New Bedford Main Line

Tile 1

Tile 2

King's Highway Station

Wamsutta Site Layover Facility

Whale's Tooth Station

Printing Date: 8/30/2012
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Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition

Municipal Zoning District Boundaries

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Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

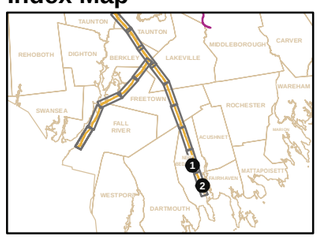


Figure 4.2-1d

Land Acquisition Requirements

New Bedford Main Line

Tile 1



Tile 2



Printing Date: 8/30/2012
File: \\nabo\projects\10111.00\GIS\project\FEIS\Land_Use\FallRiver_Page10.mxd

Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition
- Municipal Zoning District Boundaries

CP	Conservation/Passive Recreation
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Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

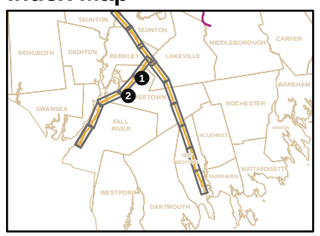
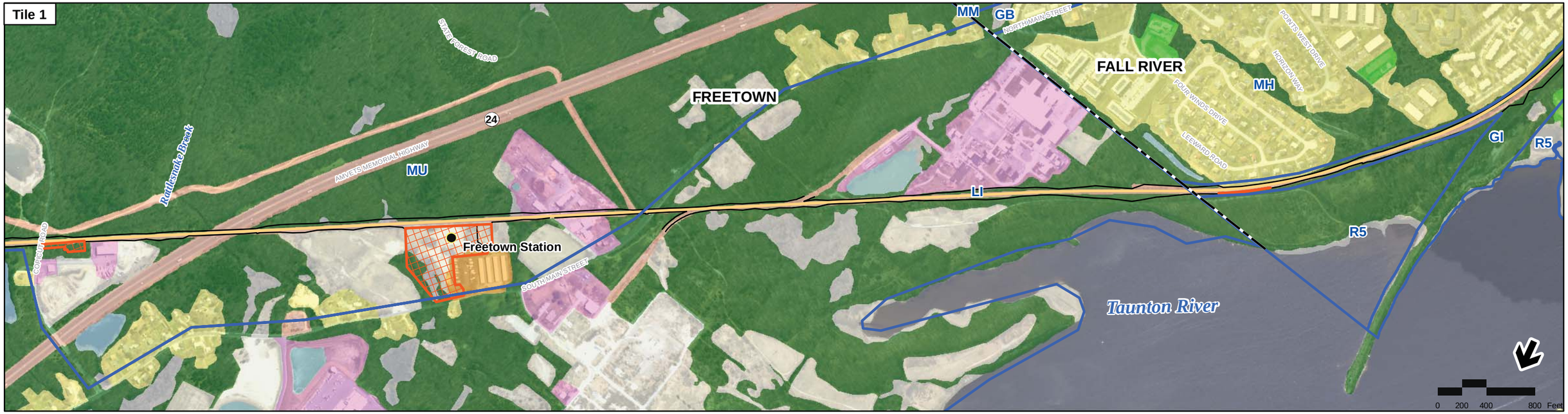


Figure 4.2-2a

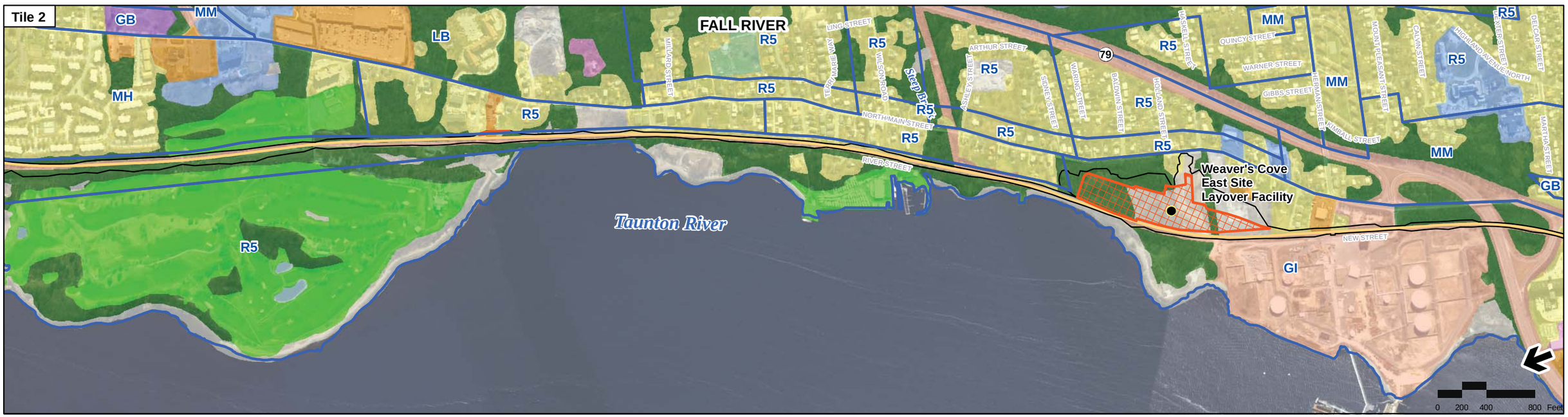
Land Acquisition Requirements

Fall River Secondary

Tile 1



Tile 2



Printing Date: 8/30/2012
File: \\nabos\projects\10111.00\GIS\project\FEIS\Land_Use\FallRiver_Page11.mxd

Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition

Municipal Zoning District Boundaries

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NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

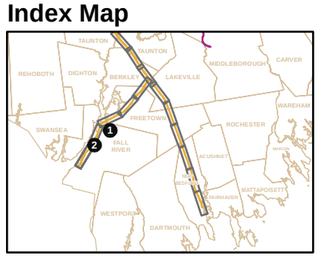
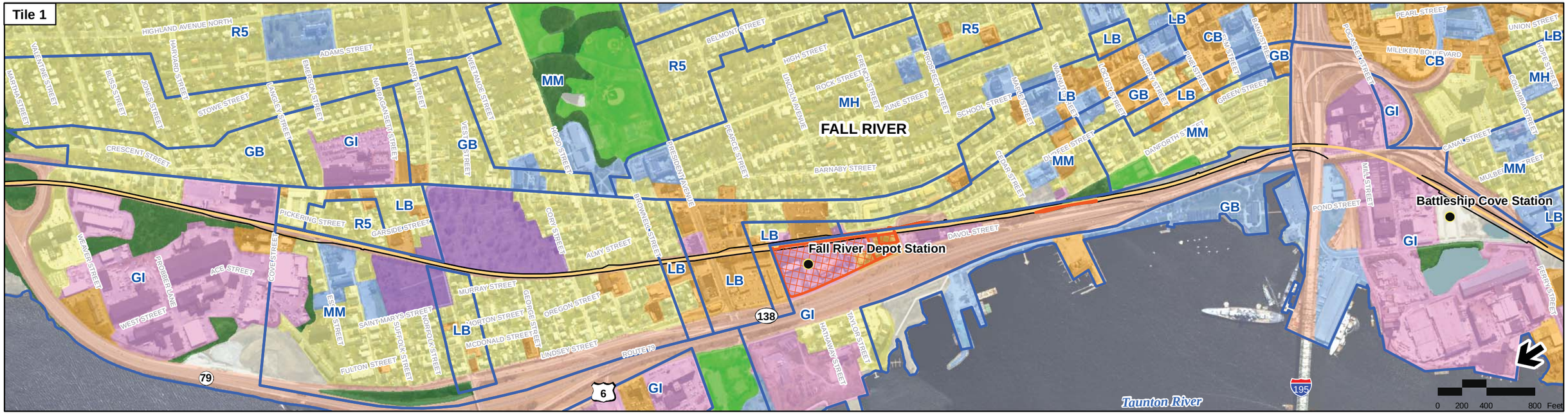


Figure 4.2-2b

Land Acquisition Requirements

Fall River Secondary



Printing Date: 9/30/2012
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Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition

Municipal Zoning District Boundaries

CP	Conservation/Passive Recreation
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MM, MH	Multi-family Medium, High-density Residential
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NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

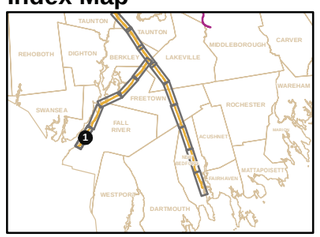


Figure 4.2-2c

Land Acquisition Requirements

Fall River Secondary

Tile 1

Tile 2

CANTON JUNCTION STATION

Canton Junction

CANTON CENTER STATION

STOUGHTON STATION

Stoughton Station

Stoughton Line

Northeast Corridor

CANTON

STOUGHTON

Forge Pond

Kingsley Pond

Bolivar Pond

East Branch Neponset River

Beaver Meadow Brook

0 200 400 800 Feet

Printing Date: 8/29/2012
File: \\nabos\projects\10111.00\GIS\project\FEIS\Land_Use\Stoughton_Page1.mxd

Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition
- Municipal Zoning District Boundaries

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Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

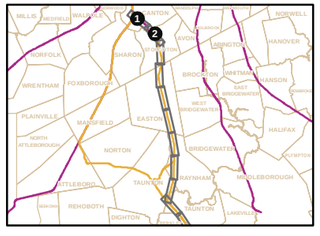
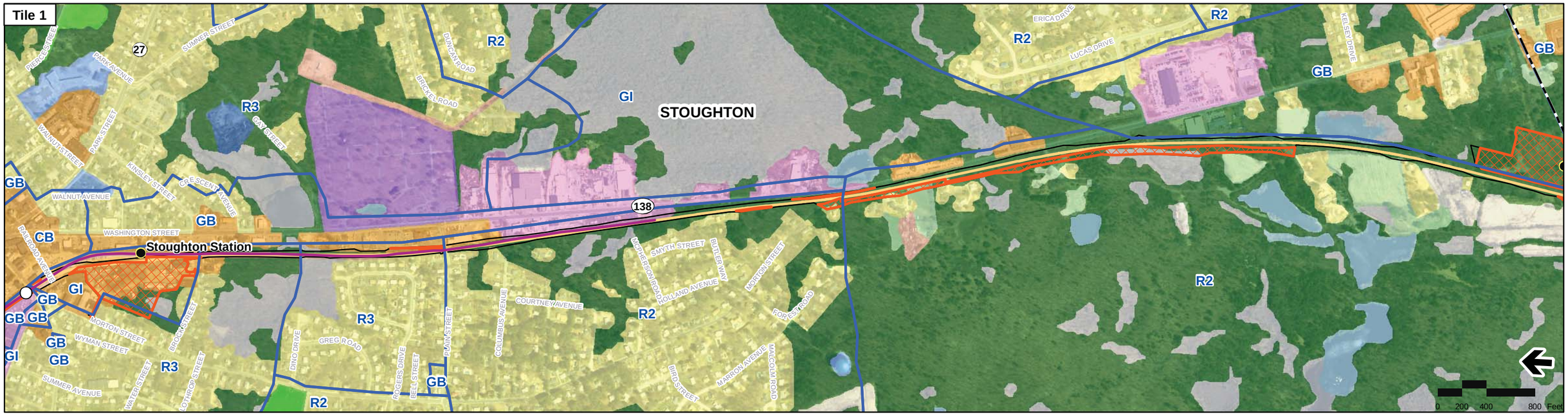


Figure 4.2-3a

Land Acquisition Requirements

Stoughton Line

Tile 1



Tile 2

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Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
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Municipal Zoning District Boundaries

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- Recreation
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- Transportation/Utilities
- Undeveloped

Index Map

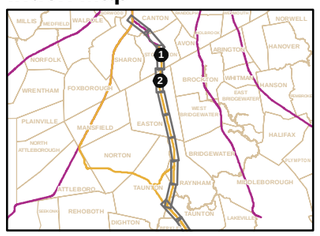
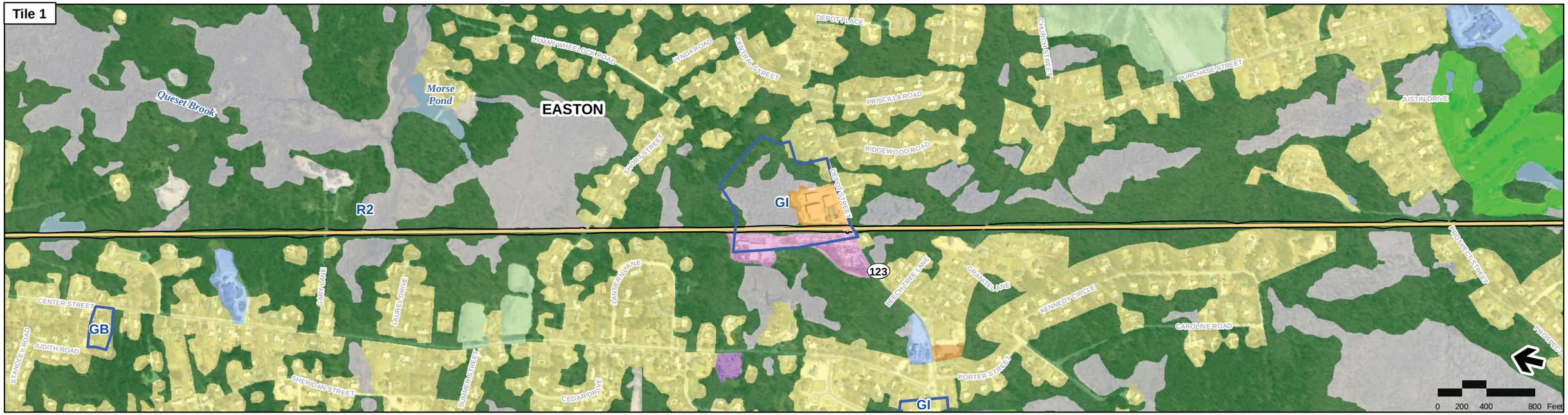


Figure 4.2-3b
Land Acquisition Requirements
Stoughton Line

Tile 1



Tile 2



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Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition

Municipal Zoning District Boundaries

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- Recreation
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- Transportation/Utilities
- Undeveloped

Index Map

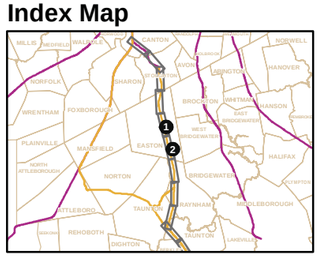
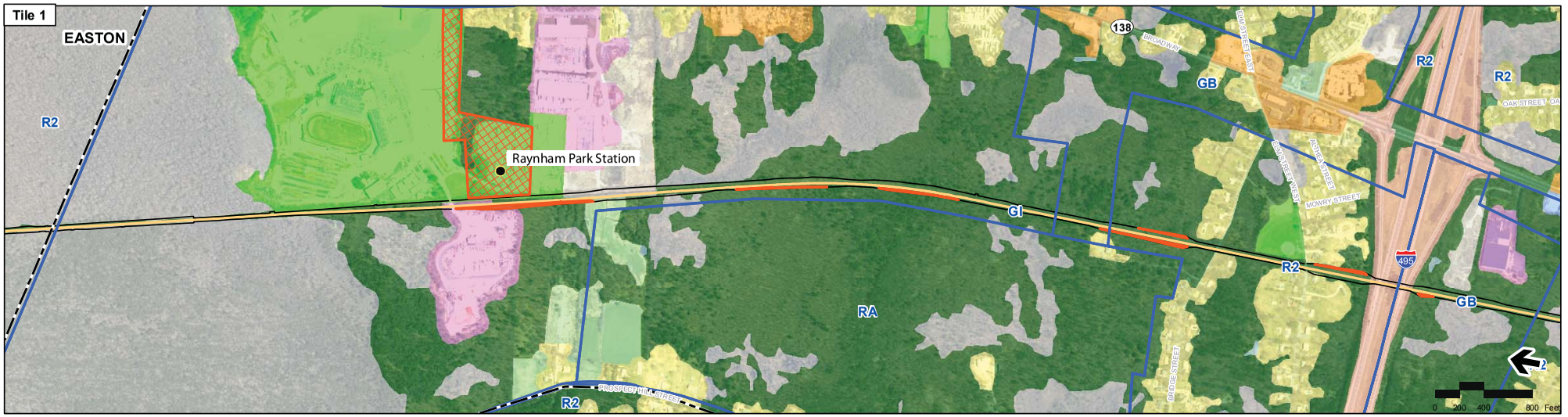
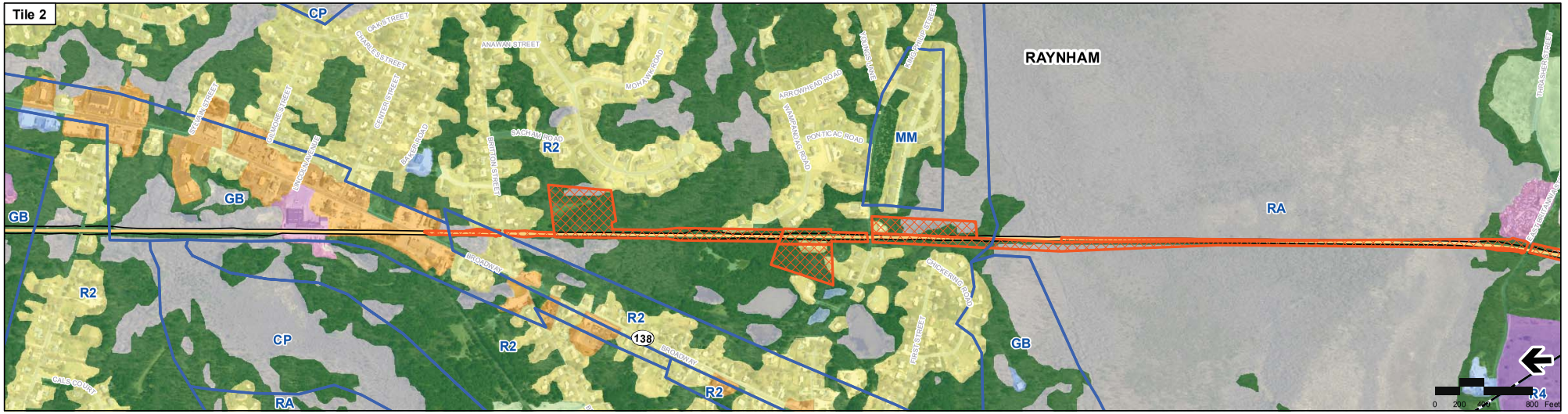


Figure 4.2-3c

Land Acquisition Requirements

Stoughton Line





Printing Date: 8/30/2012
File: \\matbosprojects\10111.00\GIS\project\FEIS\Land_Use\Stoughton_Page4.mxd

Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition

Municipal Zoning District Boundaries

CP	Conservation/Passive Recreation
GB	General Business
CB, LB	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

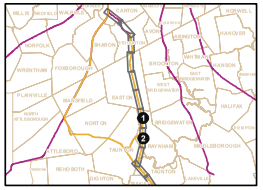


Figure 4.2-3d
Land Acquisition Requirements
Stoughton Line

Tile 1

RAYNHAM

TAUNTON

RA

R4

OP

HB

GI

TauntonStation

Taunton River

44

140

GB

CP

0 200 400 800 Feet

Tile 2

TAUNTON

Taunton Depot Station

Taunton River

R3

0 200 400 800 Feet

Printing Date: 8/30/2012
File: \\mabe\projects\10111.00\GIS\project\FEIS\Land_Use\Stoughton_Page5.mxd

Legend

- Existing MBTA Commuter Rail Station
- Existing MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Limit of Disturbance
- Land Acquisition

Municipal Zoning District Boundaries

CP	Conservation/Passive Recreation
GB	General Business
CB, LB	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Index Map

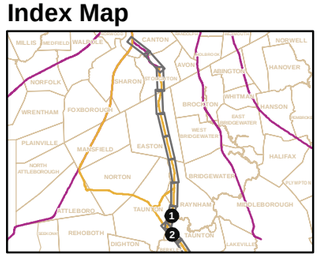


Figure 4.2-3e

Land Acquisition Requirements

Stoughton Line

Tile 1

Tile 2

Printing Date: 10/4/2012
File: \\nabo\projects\10111.00\GIS\project\FEIS\Whittenton\LULU_Whittenton_Page1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition
- Municipal Zoning District Boundaries

CP	Conservation/Passive Recreation
GB	General Business
CB, LB	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

* Traction power facilities are only required for electric rail alternative

Index Map

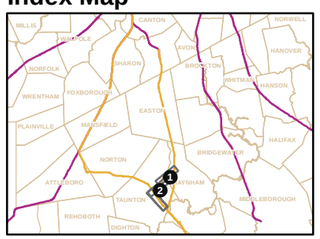
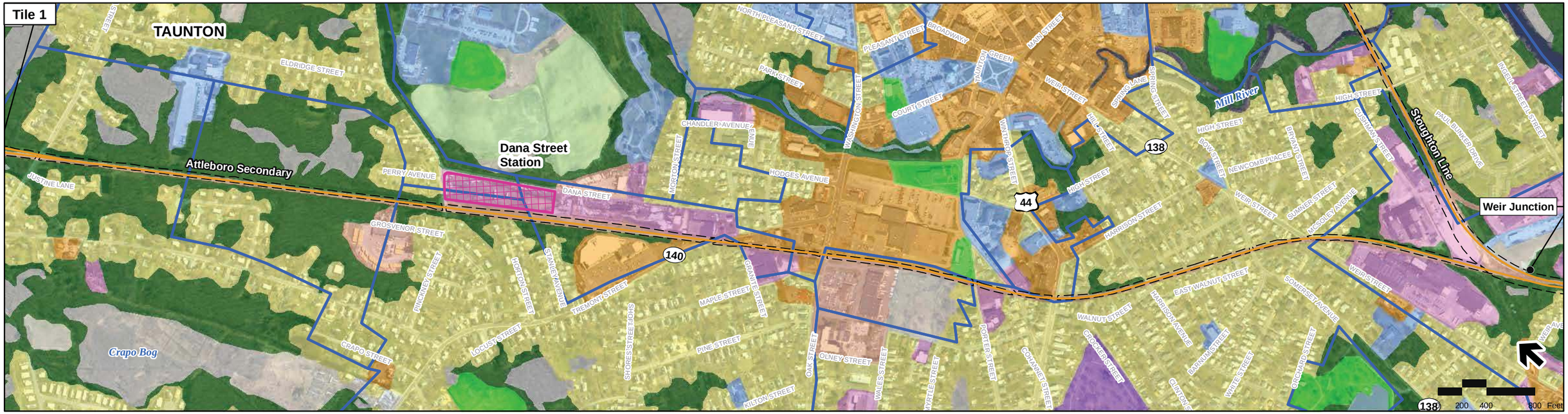


Figure 4.2-4a
Land Acquisition Requirements
Whittenton Branch



Printing Date: 7/21/2009
File: \\Maboslprojects\10111.00\GIS\project\Phase2\TechReports\LandUseEC\RailOptions\LU_Stoughton_Whittenton_Page1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition

* Traction power facilities are only required for electric rail alternative

Municipal Zoning District Boundaries

CP	Conservation/Passive Recreation
GB	General Business
CB, LB	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Index Map

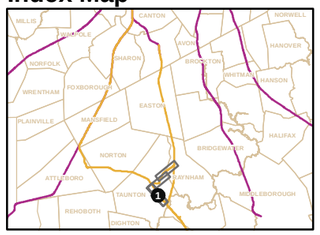
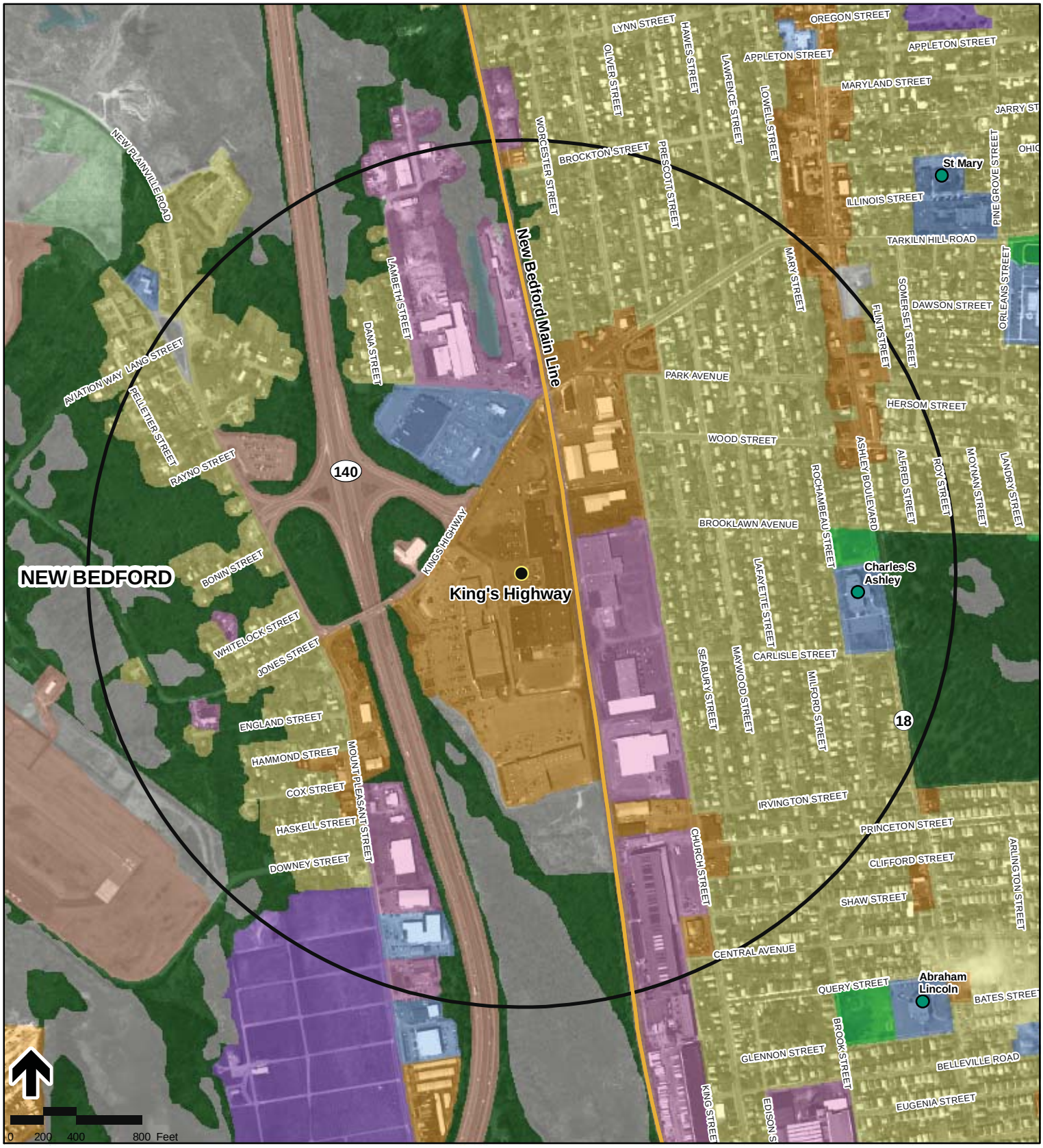


Figure 4.2-4b

Land Acquisition Requirements

Whittenton Branch



Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

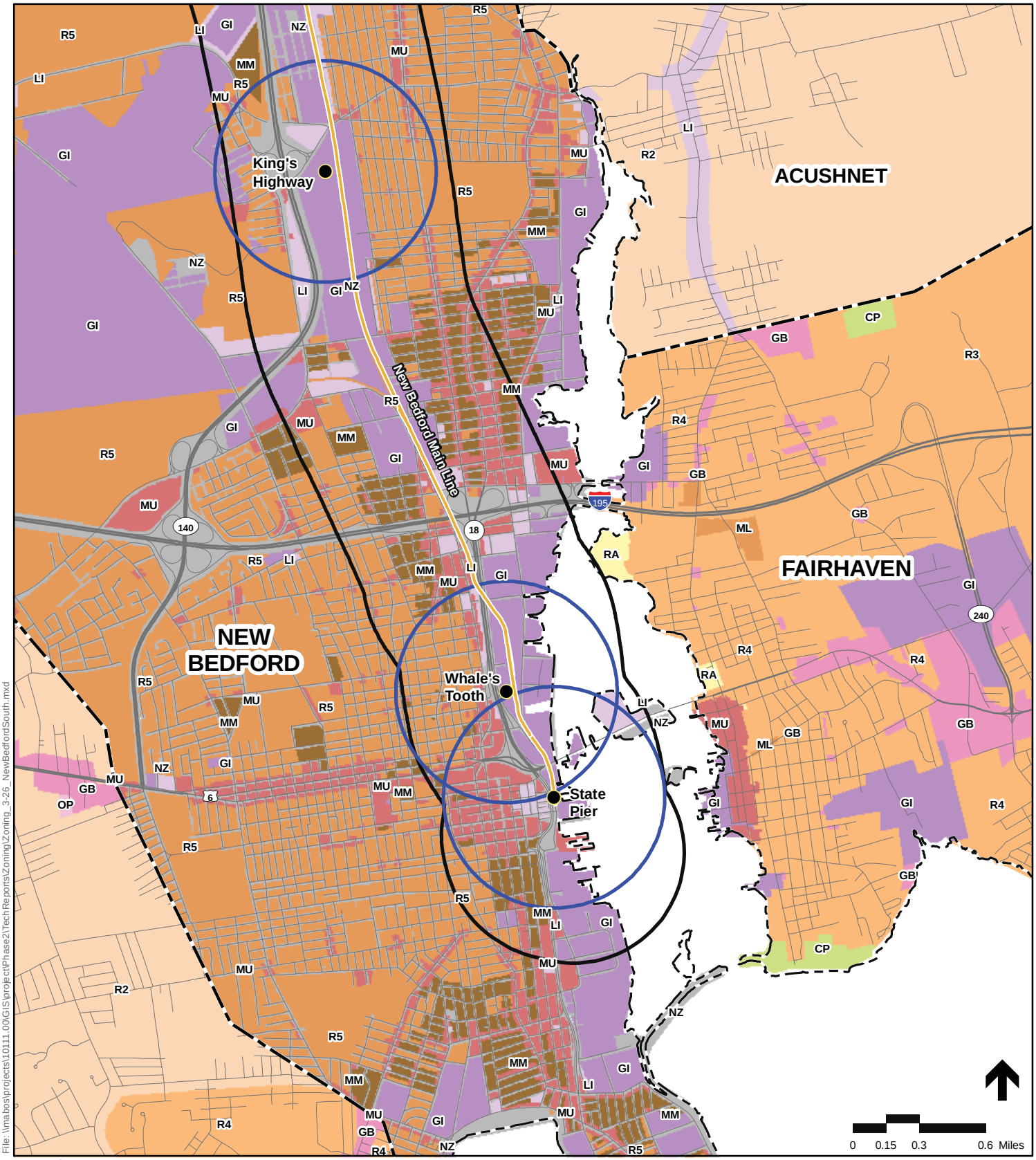
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-5

King's Highway Station

Generalized Land Use



Printing Date: 9/9/2009
File: \\mabos\projects\10111.00\GIS\ProjectPhase2\TechReports\Zoning\Zoning_3-26_NewBedfordSouth.mxd

Legend

- Town Boundaries
- Proposed Station
- Proposed Alternative
- Half-mile Radius of Proposed Station
- Half-mile Buffer of Proposed Alternative

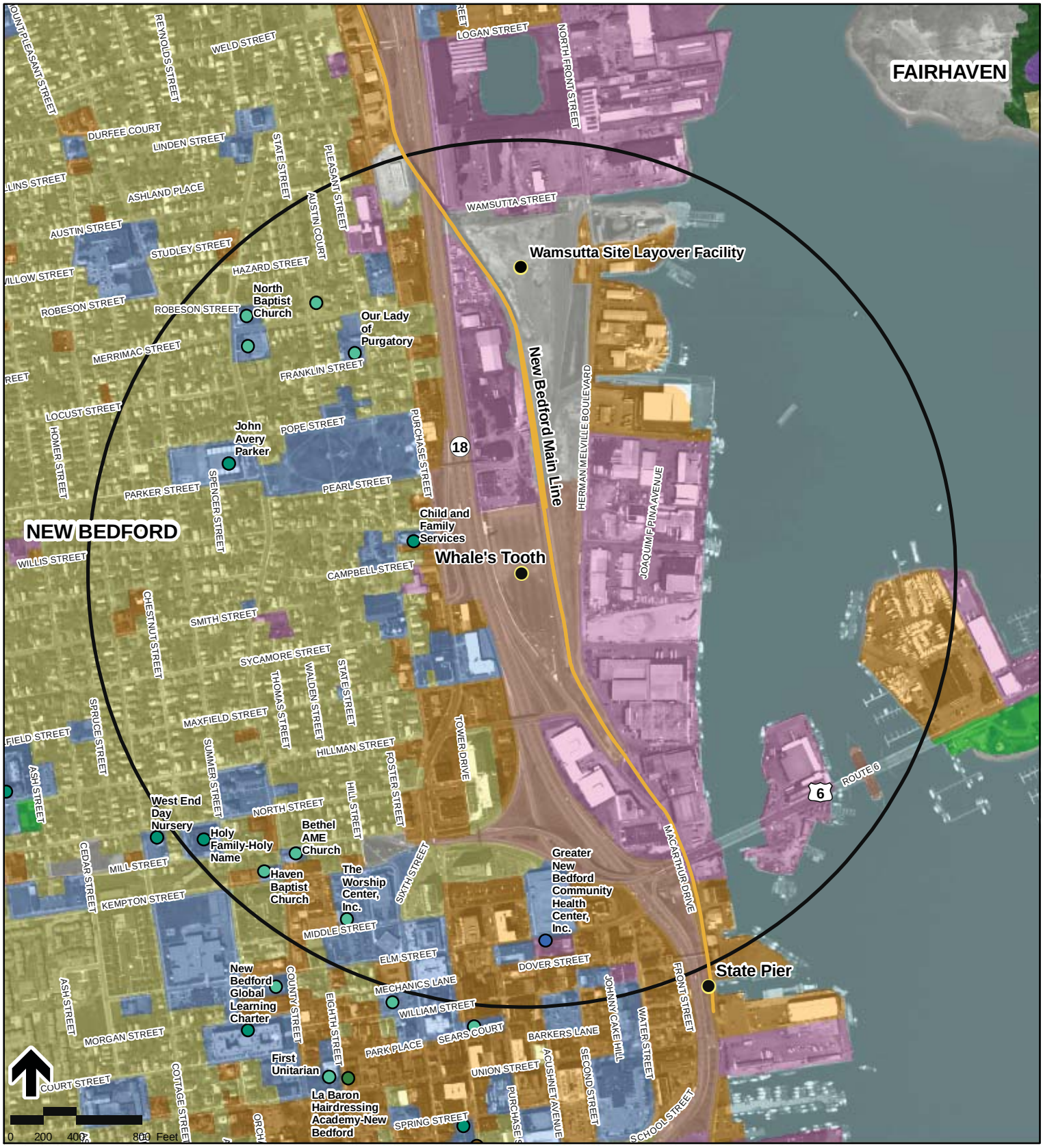
Municipal Zoning Districts

- CP - Conservation/Passive Recreation
- GB - General Business
- CB, LB, HB, OP - Central, Limited or Hwy Business; Office Park
- GI - General Industrial
- LI - Light Industrial
- IN, HC - Institutional; Health Care
- MU - Mixed Use
- R1, RA - Residential: 80k+ sq ft / Agricultural
- R2 - Residential: 40-80k sq ft
- R3, R4 - Residential: 15-40k sq ft
- R5, ML - Residential: 5-15k sq ft & Multi-family Low-density
- MM, MH - Multi-family Med./High-density Residential
- NZ - Not Zoned

Figure 4.2-6

All Rail Alternatives
New Bedford Stations

Zoning



Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

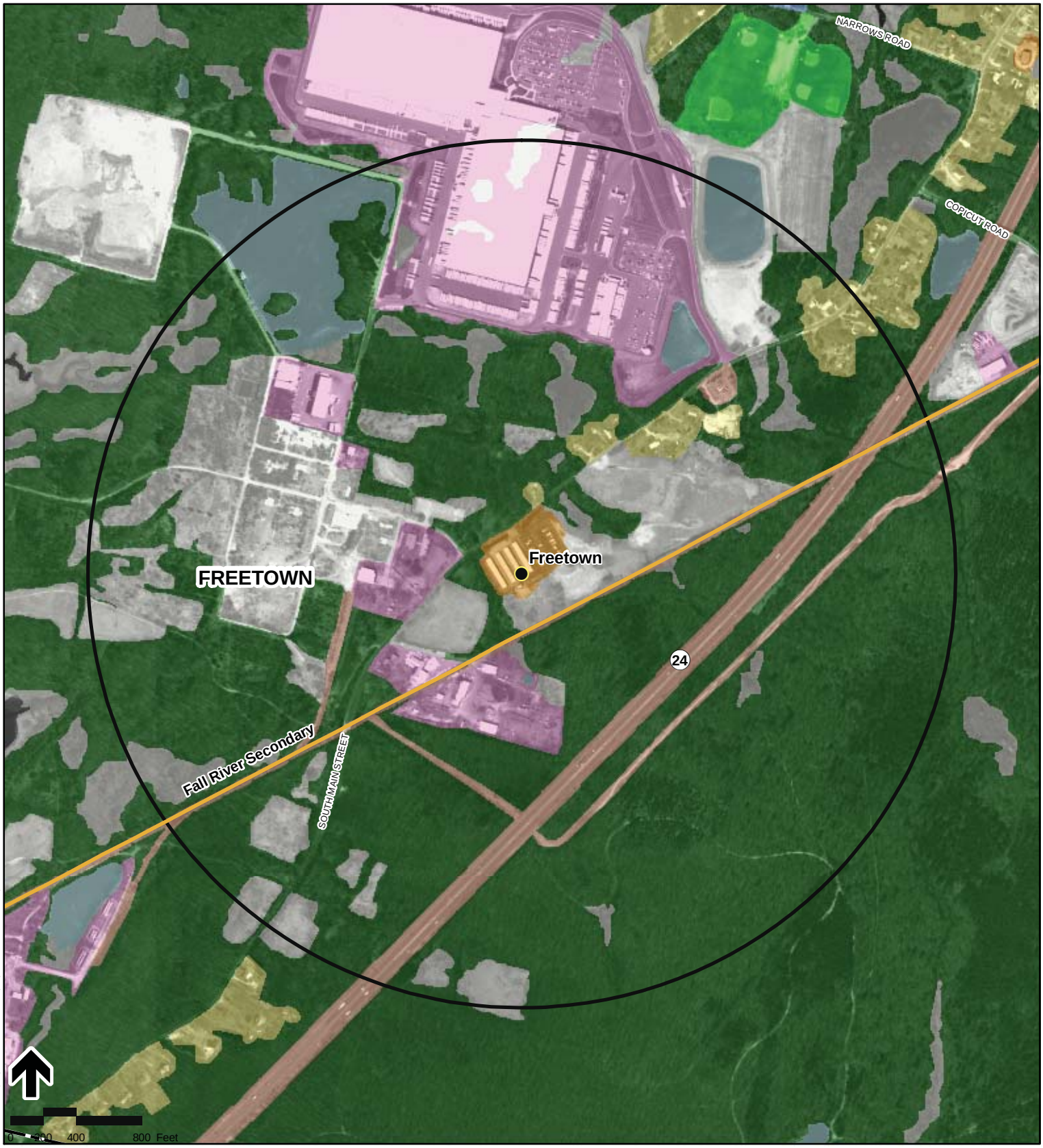
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-7

Whale's Tooth Station

Generalized Land Use



Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

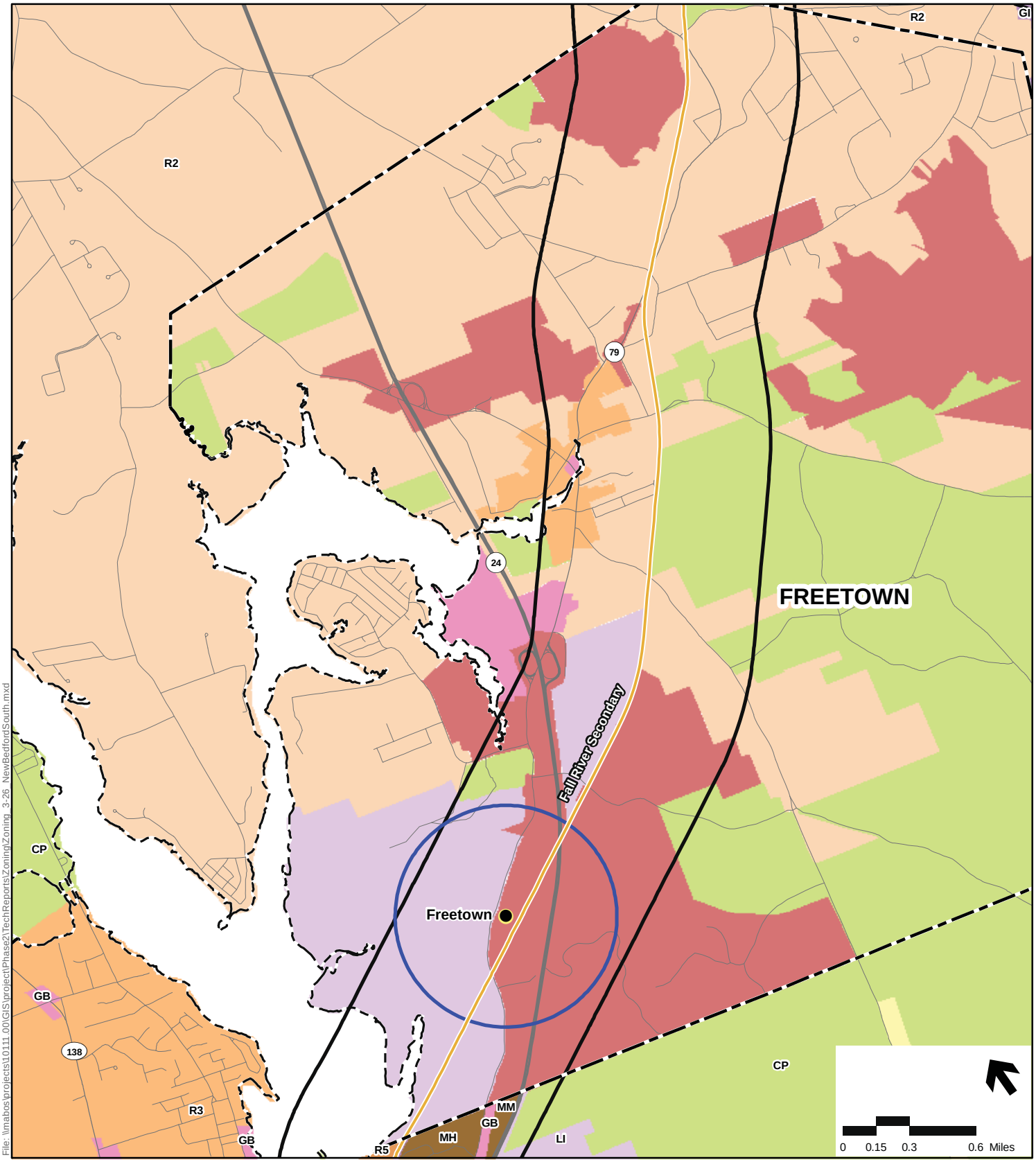
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-8

Freetown Station

Generalized Land Use



Printing Date: 9/9/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Zoning\Zoning_3-26_NewBedfordSouth.mxd

Legend

- Town Boundaries
- Proposed Station
- Proposed Alternative
- Half-mile Radius of Proposed Station
- Half-mile Buffer of Proposed Alternative

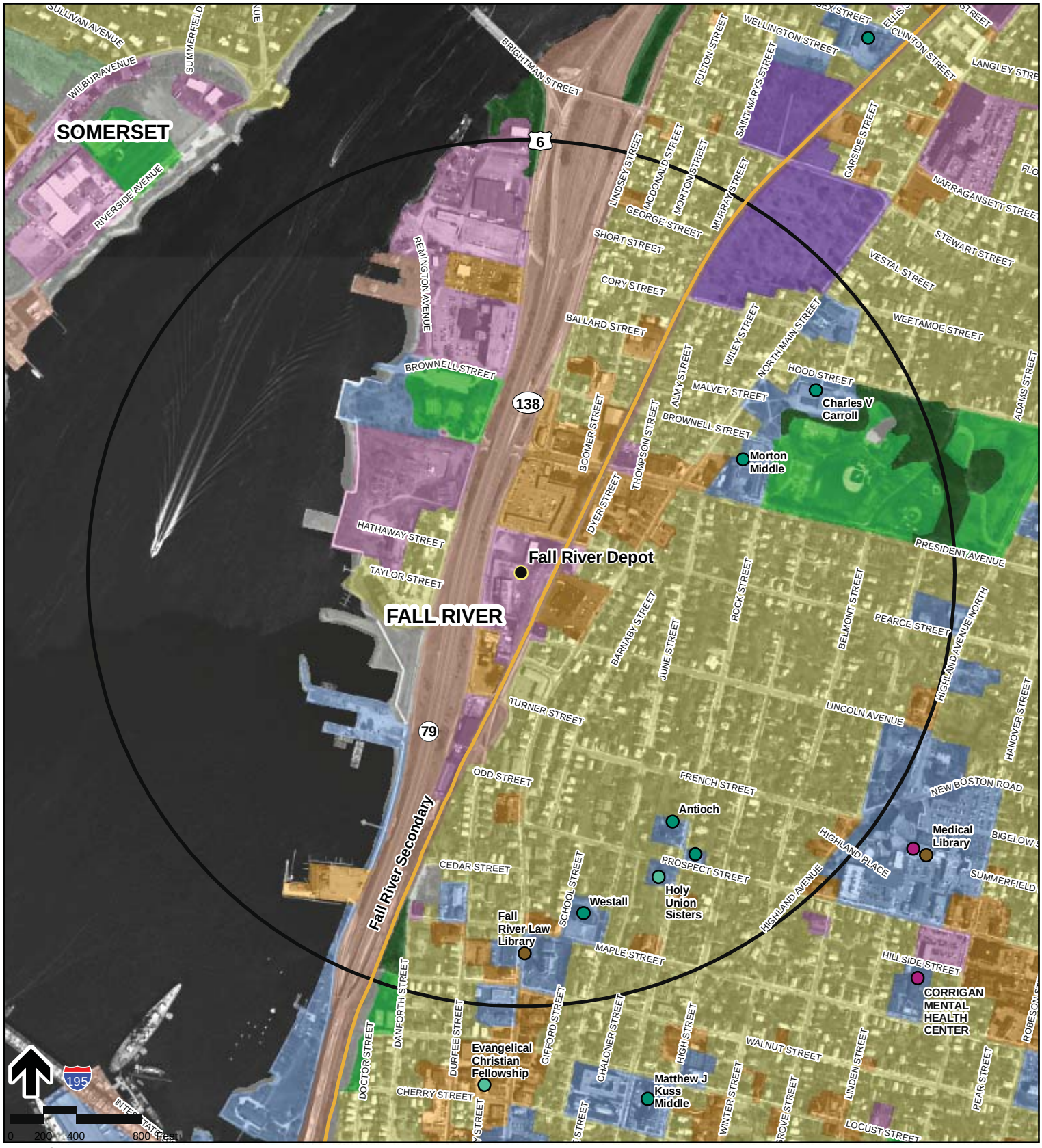
Municipal Zoning Districts

- CP - Conservation/Passive Recreation
- GB - General Business
- CB, LB, HB, OP - Central, Limited or Hwy Business; Office Park
- GI - General Industrial
- LI - Light Industrial
- IN, HC - Institutional; Health Care
- MU - Mixed Use
- R1, RA - Residential: 80k+ sq ft / Agricultural
- R2 - Residential: 40-80k sq ft
- R3, R4 - Residential: 15-40k sq ft
- R5, ML - Residential: 5-15k sq ft & Multi-family Low-density
- MM, MH - Multi-family Med./High-density Residential
- NZ - Not Zoned

Figure 4.2-9

All Rail Alternatives
Freetown Station

Zoning



Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

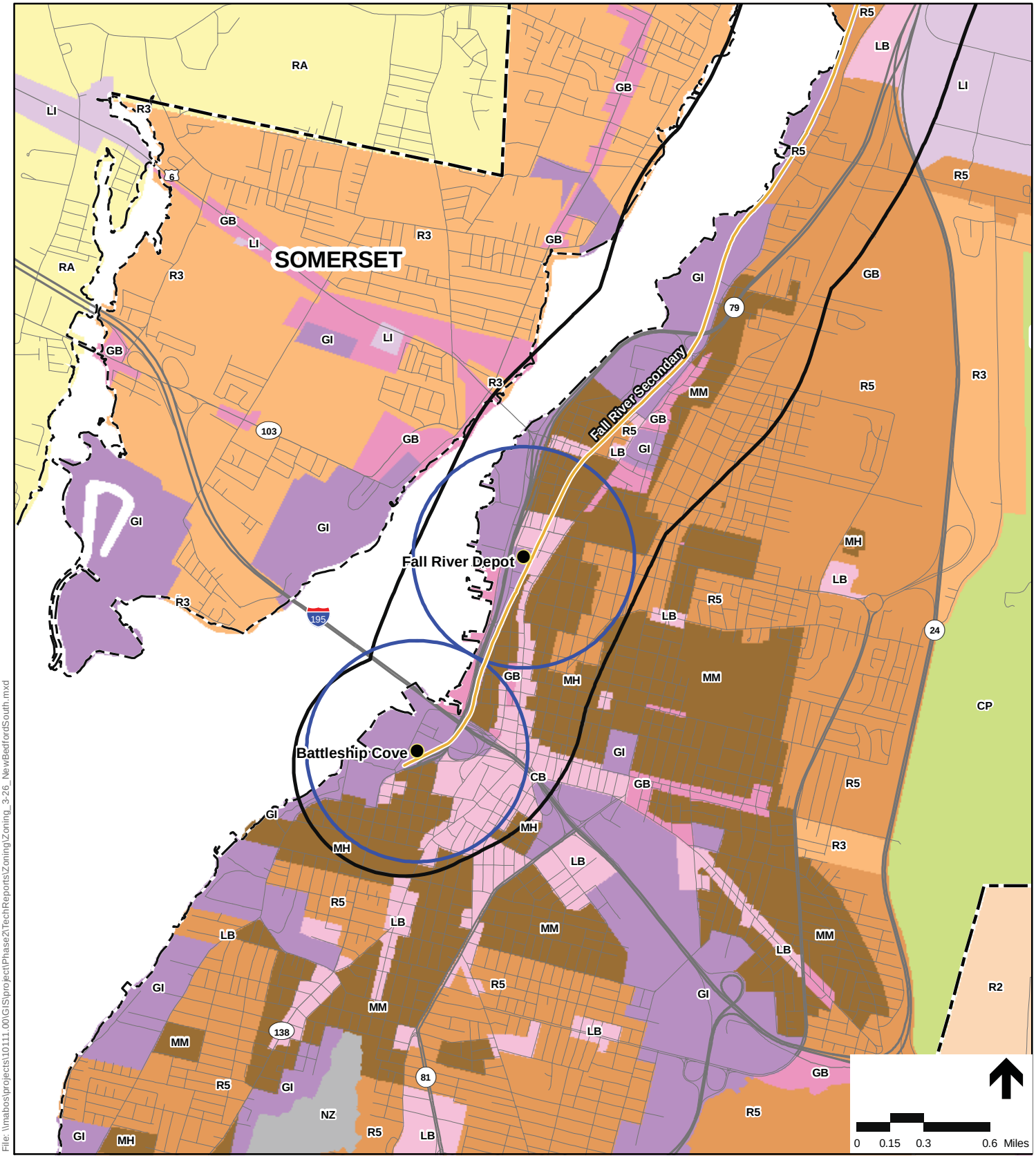
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-10

Fall River Depot Station

Generalized Land Use



Printing Date: 9/9/2009
File: \\nabos\projects\10111.00\GIS\project\Phase2\TechReports\Zoning\Zoning_3-26_NewBedfordSouth.mxd

Legend

- Town Boundaries
- Proposed Station
- Proposed Alternative
- Half-mile Radius of Proposed Station
- Half-mile Buffer of Proposed Alternative

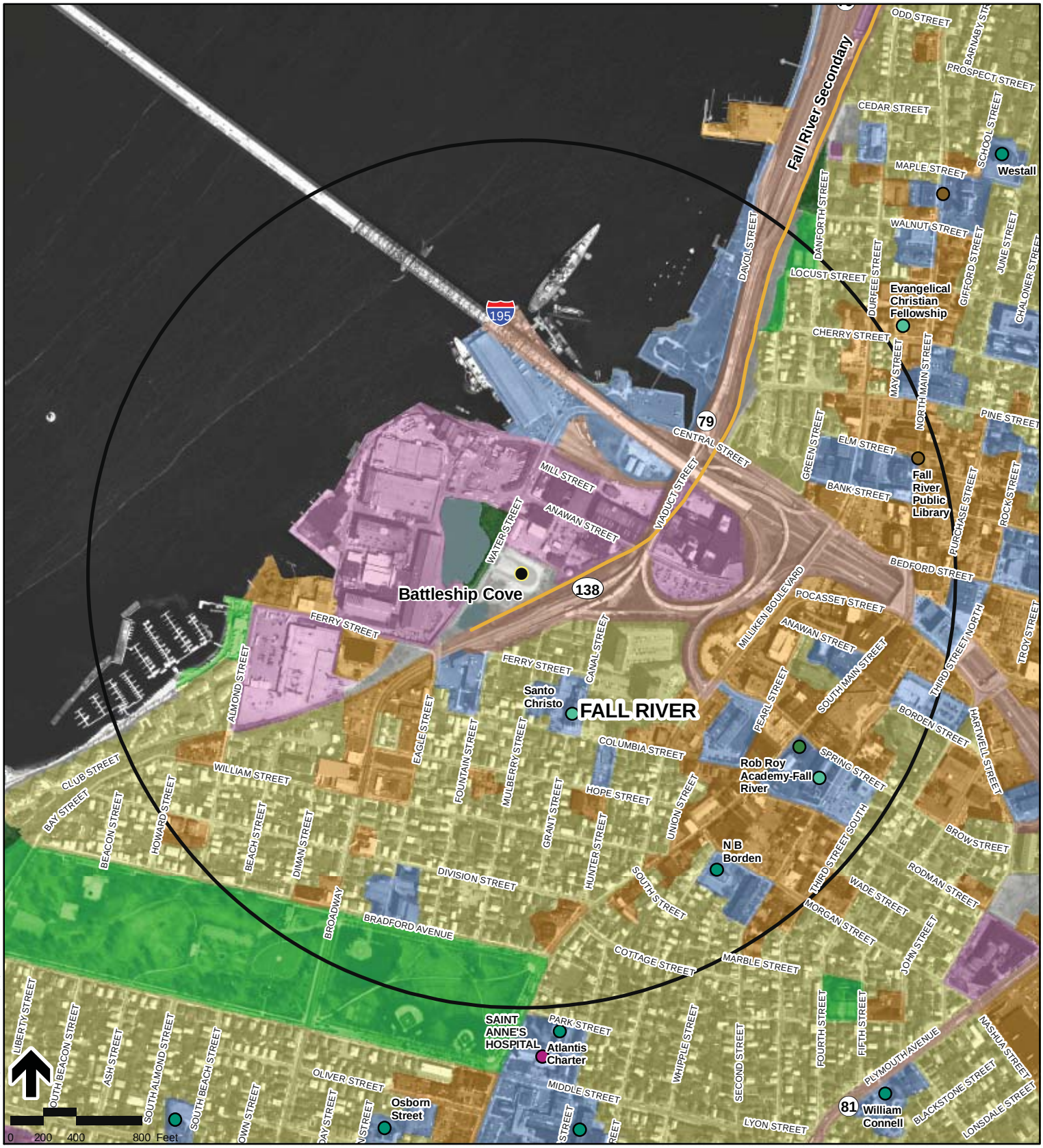
Municipal Zoning Districts

- CP - Conservation/Passive Recreation
- GB - General Business
- CB, LB, HB, OP - Central, Limited or Hwy Business; Office Park
- GI - General Industrial
- LI - Light Industrial
- IN, HC - Institutional; Health Care
- MU - Mixed Use
- R1, RA - Residential: 80k+ sq ft / Agricultural
- R2 - Residential: 40-80k sq ft
- R3, R4 - Residential: 15-40k sq ft
- R5, ML - Residential: 5-15k sq ft & Multi-family Low-density
- MM, MH - Multi-family Med./High-density Residential
- NZ - Not Zoned

Figure 4.2-11

All Rail Alternatives
Fall River Stations

Zoning



Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

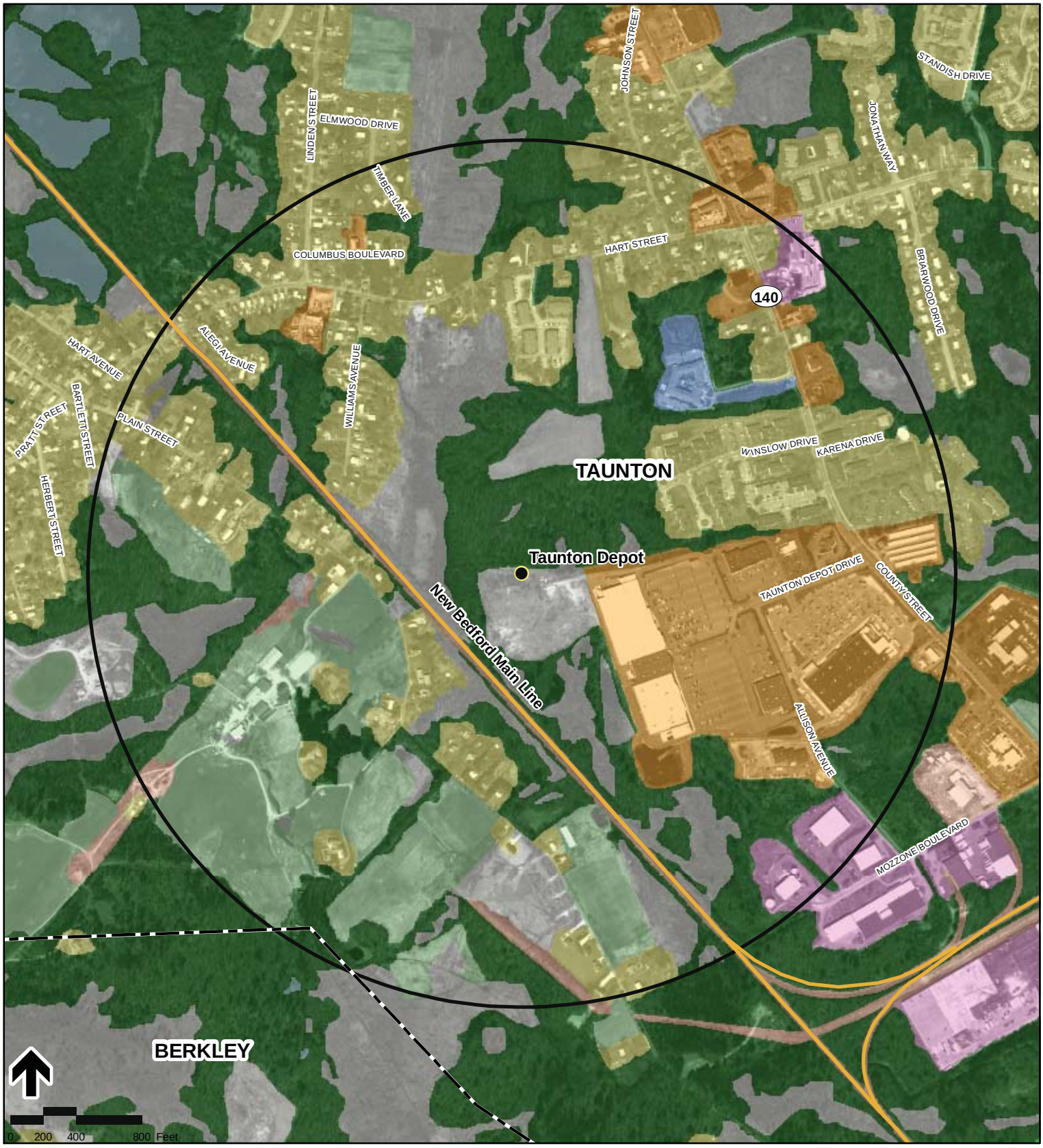
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-12

Battleship Cove Station

Generalized Land Use



Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

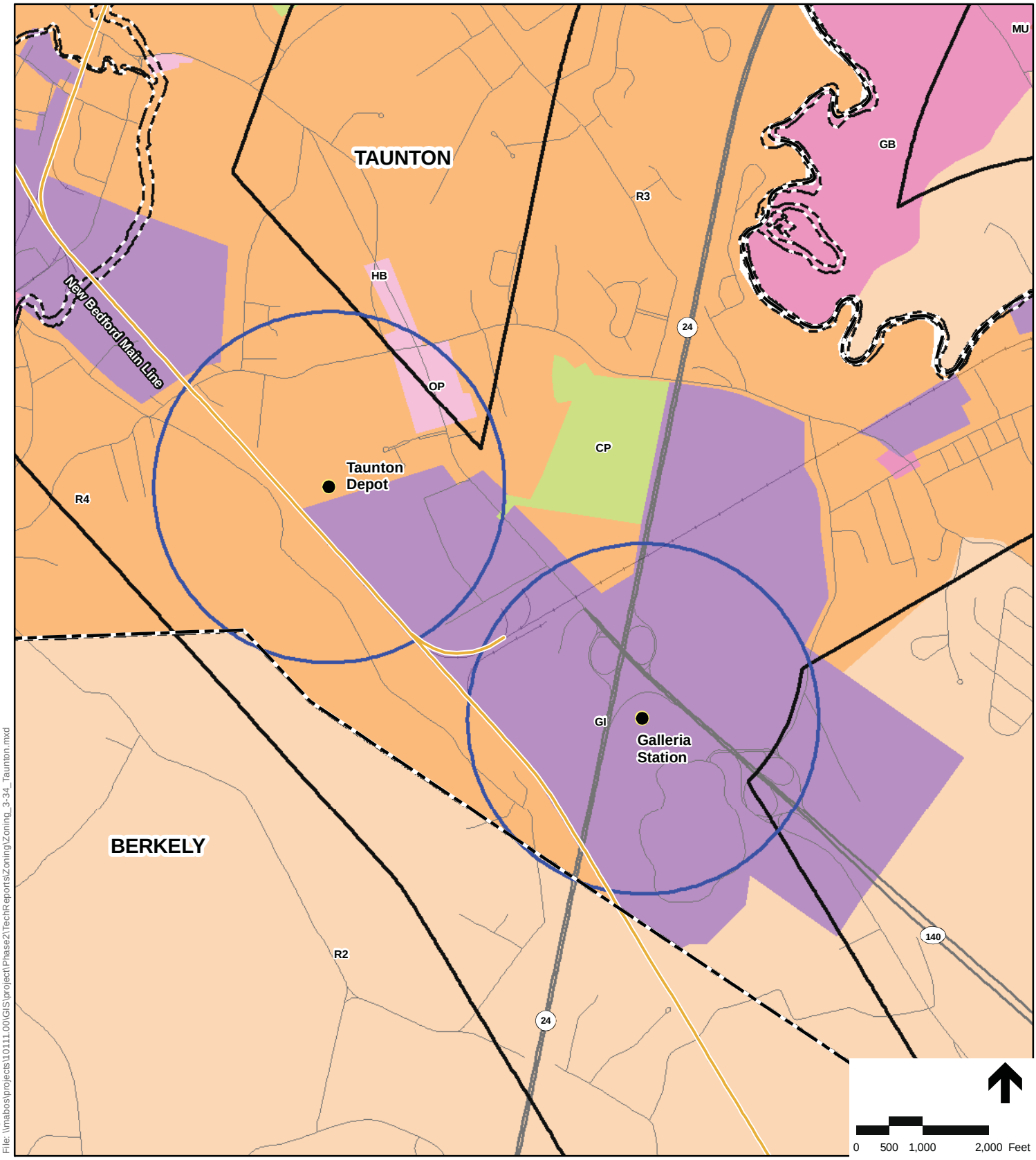
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-13

Taunton Depot Station

Generalized Land Use



Printing Date: 9/9/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Zoning\Zoning_3-34_Taunton.mxd

Legend

- Town Boundaries
- Proposed Station
- Proposed Alternative
- Existing Rail
- Half-mile Radius of Proposed Station
- Half-mile Buffer of Proposed Alternative

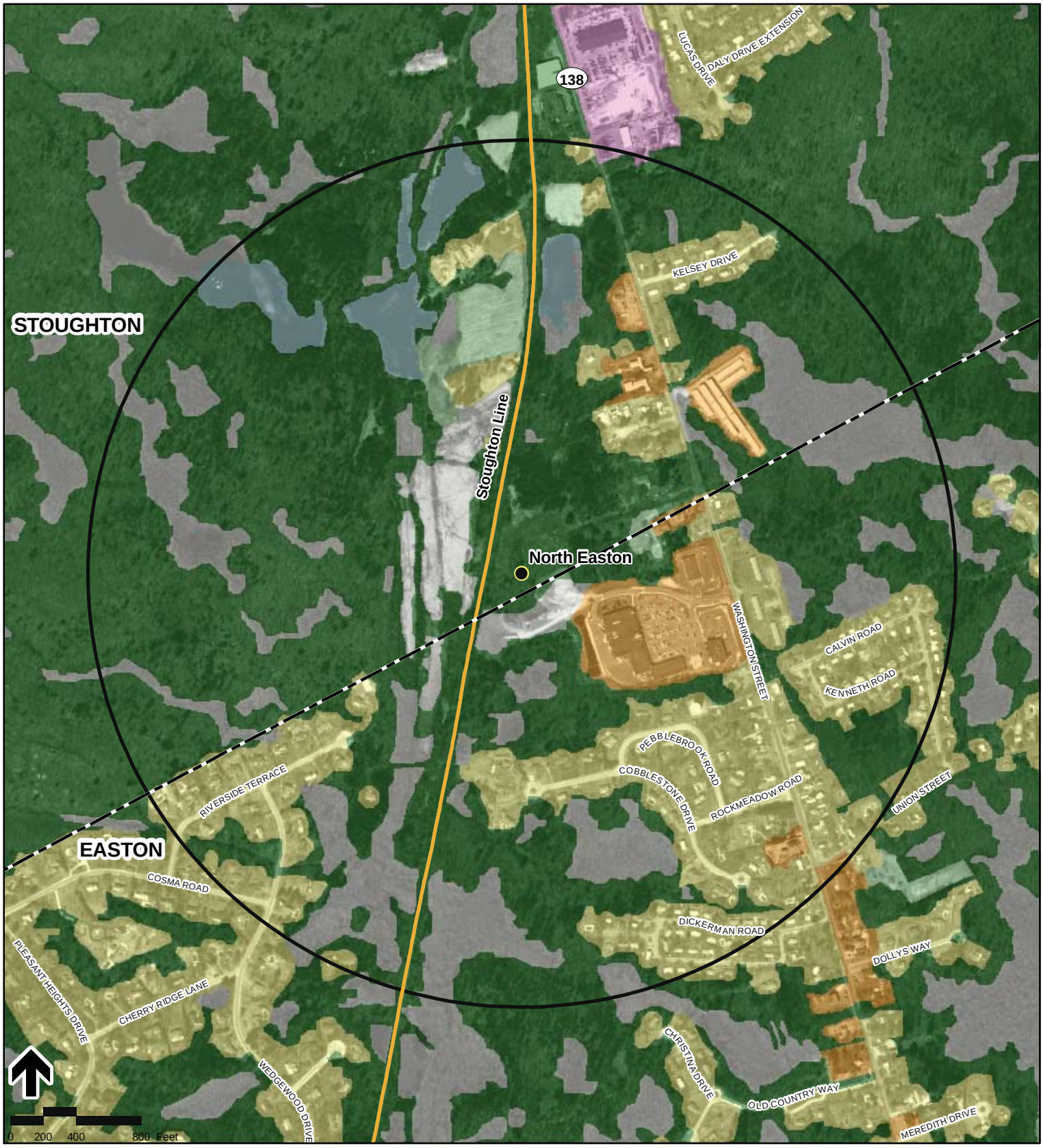
Municipal Zoning Districts

- CP - Conservation/Passive Recreation
- GB - General Business
- CB, LB, HB, OP - Central, Limited or Hwy Business; Office Park
- GI - General Industrial
- LI - Light Industrial
- IN, HC - Institutional; Health Care
- MU - Mixed Use
- R1, RA - Residential: 80k+ sq ft / Agricultural
- R2 - Residential: 40-80k sq ft
- R3, R4 - Residential: 15-40k sq ft
- R5, ML - Residential: 5-15k sq ft & Multi-family Low-density
- MM, MH - Multi-family Med./High-density Residential
- NZ - Not Zoned

Figure 4.2-14

Taunton Stations (South)

Zoning



Printing Date: 3/18/2009
File: \\Mabos\projects\10111_00\GIS\project\Phase2TechReports\LandUse\LandUseStations.mxd

Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

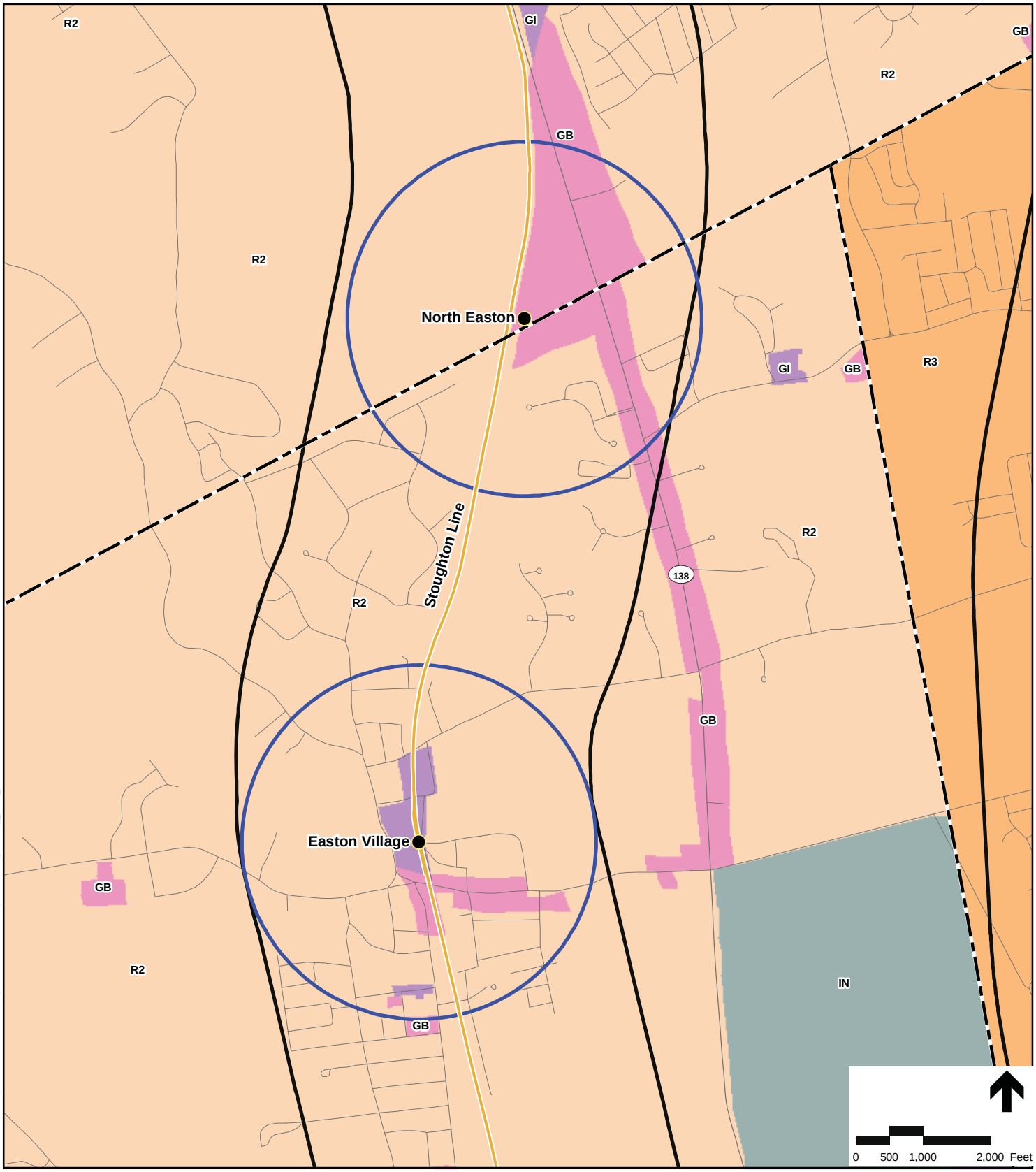
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-15

North Easton Station

Generalized Land Use



Printing Date: 9/9/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Zoning\Zoning_3-26_NewBedfordSouth.mxd

Legend

- Town Boundaries
- Proposed Station
- Proposed Alternative
- Half-mile Radius of Proposed Station
- Half-mile Buffer of Proposed Alternative

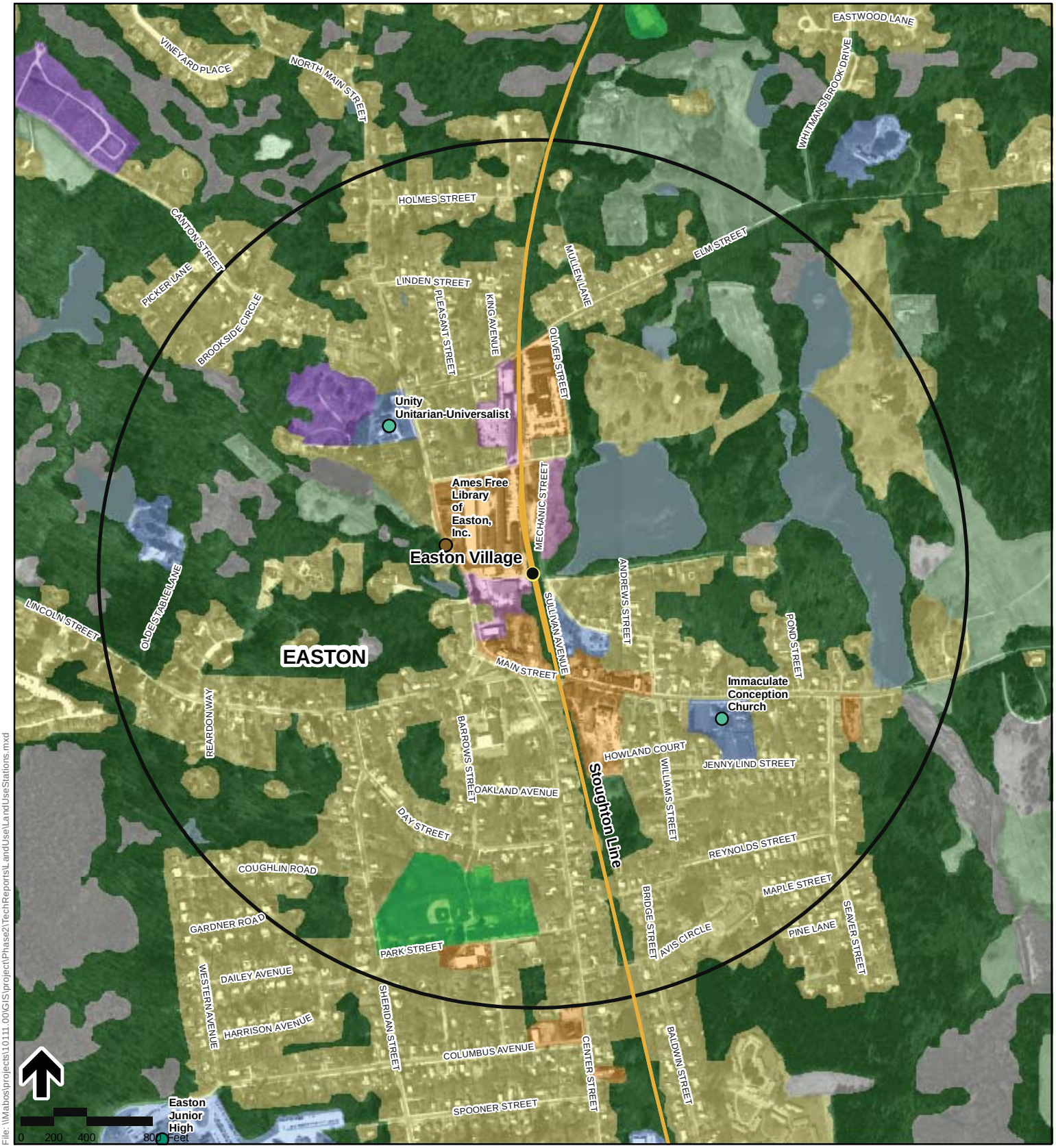
Municipal Zoning Districts

- CP - Conservation/Passive Recreation
- GB - General Business
- CB, LB, HB, OP - Central, Limited or Hwy Business; Office Park
- GI - General Industrial
- LI - Light Industrial
- IN, HC - Institutional; Health Care
- MU - Mixed Use
- R1, RA - Residential: 80k+ sq ft / Agricultural
- R2 - Residential: 40-80k sq ft
- R3, R4 - Residential: 15-40k sq ft
- R5, ML - Residential: 5-15k sq ft & Multi-family Low-density
- MM, MH - Multi-family Med./High-density Residential
- NZ - Not Zoned

Figure 4.2-16

Stoughton Alternative
Easton Stations

Zoning



Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\projectPhase2\TechReports\LandUseLandUseStations.mxd

Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

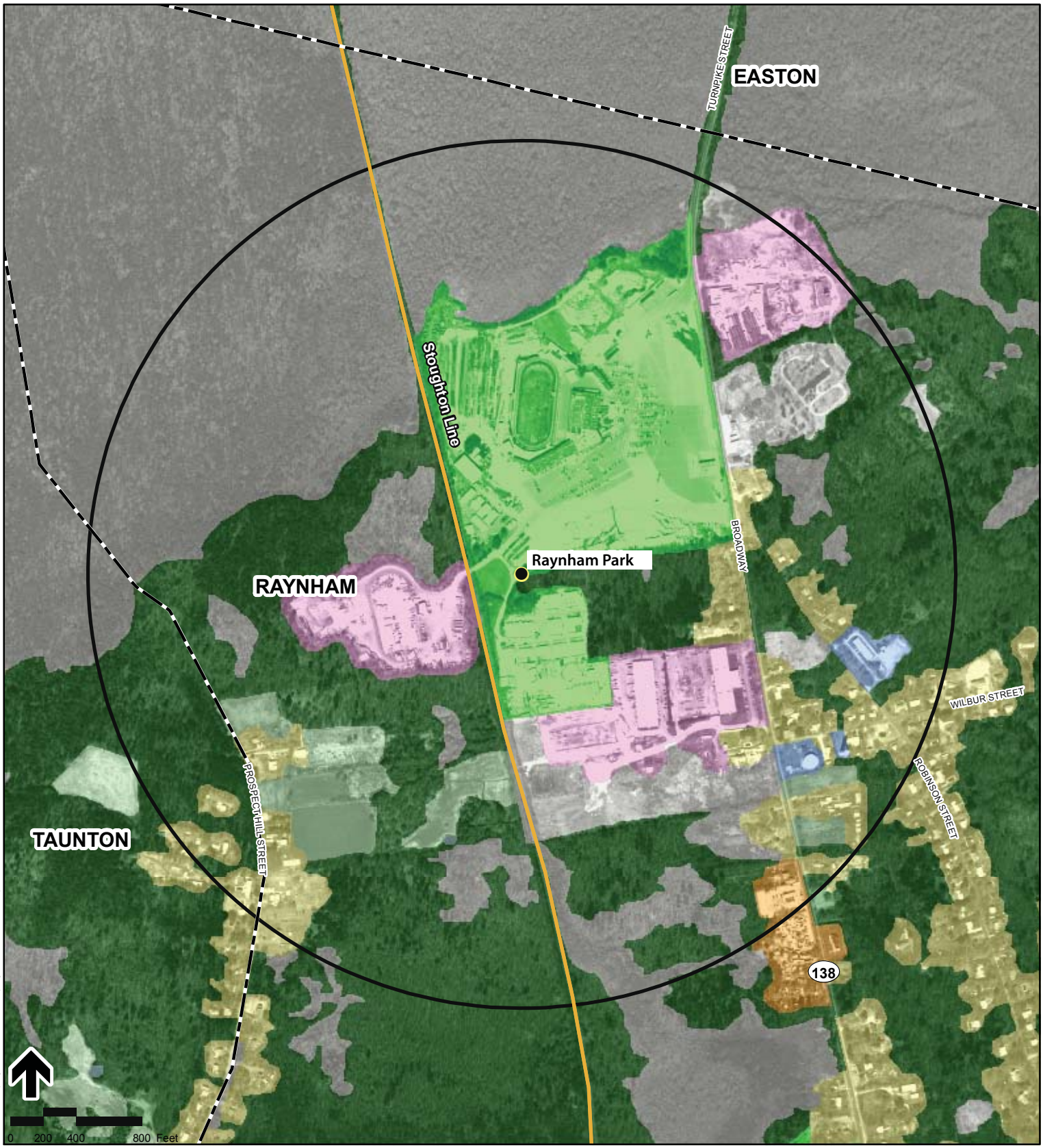
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-17

Easton Village Station

Generalized Land Use



Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\projectPhase2\Tech Reports\LandUse\LandUseStations.mxd

Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

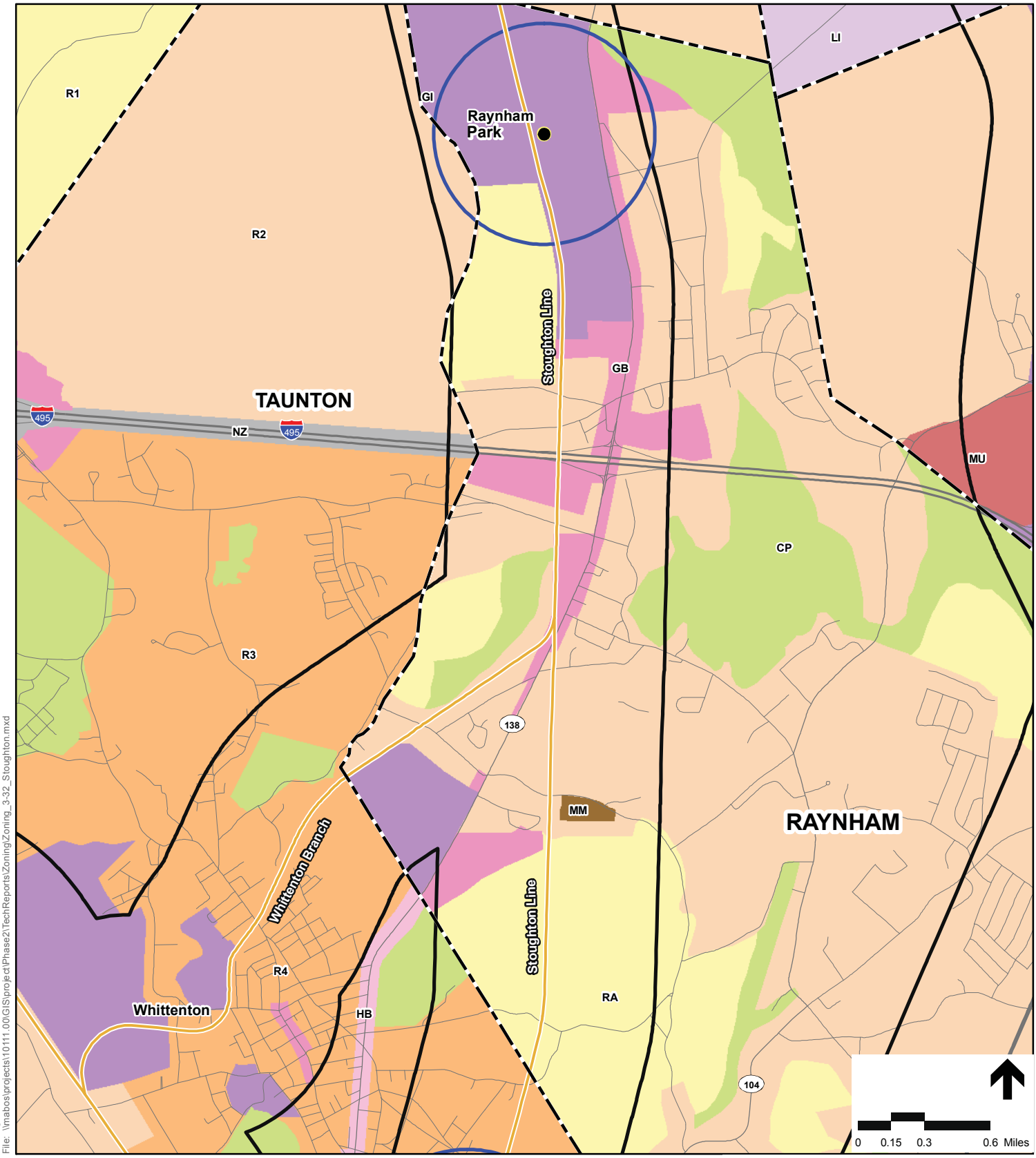
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-18

Raynham Park Station

Generalized Land Use



Printing Date: 9/9/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Zoning\Zoning_3-32_Stoughton.mxd

Legend

- Town Boundaries
- Proposed Station
- Proposed Alternative
- Half-mile Radius of Proposed Station
- Half-mile Buffer of Proposed Alternative

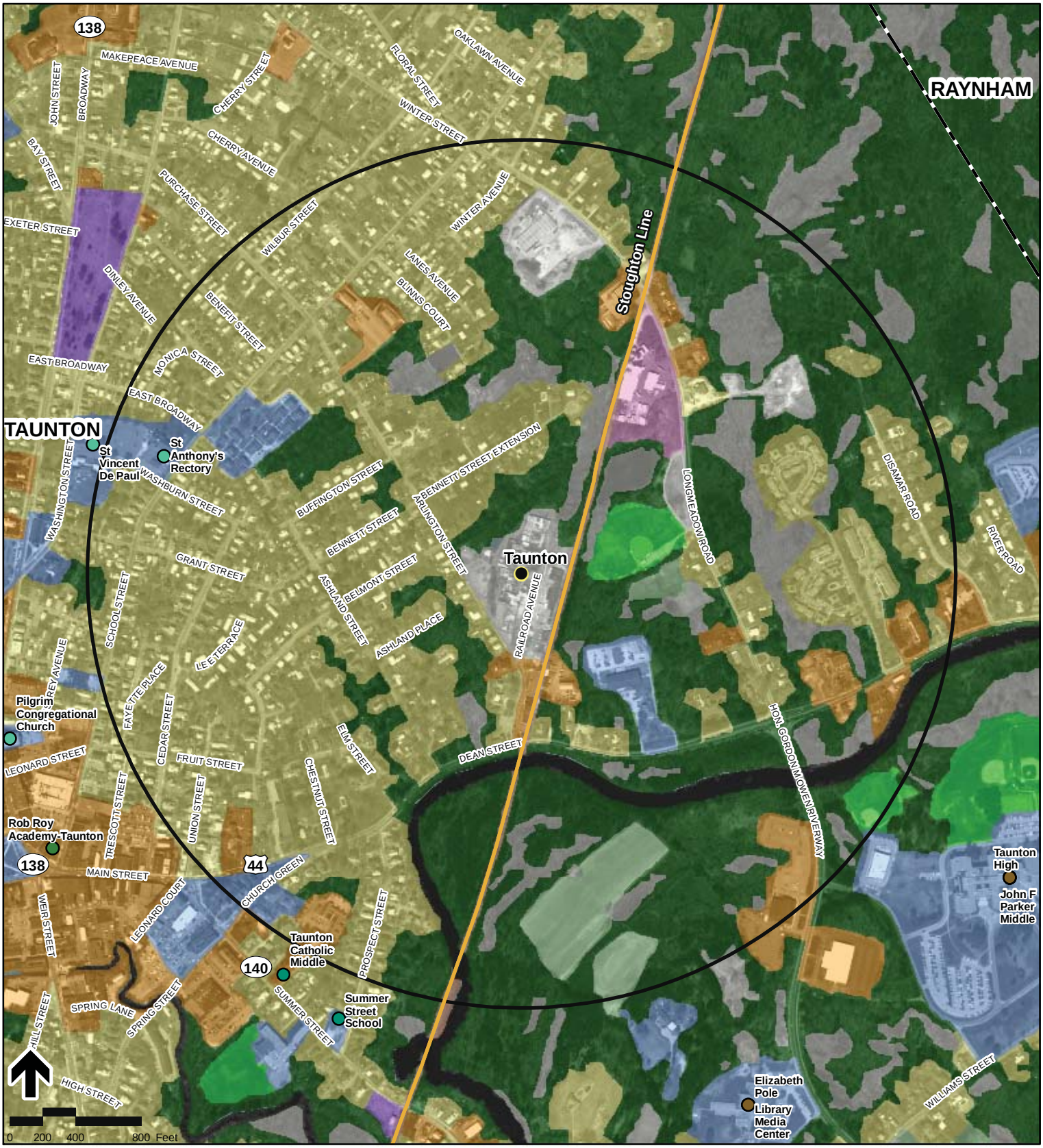
Municipal Zoning Districts

- CP - Conservation/Passive Recreation
- GB - General Business
- CB, LB, HB, OP - Central, Limited or Hwy Business; Office Park
- GI - General Industrial
- LI - Light Industrial
- IN, HC - Institutional; Health Care
- MU - Mixed Use
- R1, RA - Residential: 80k+ sq ft / Agricultural
- R2 - Residential: 40-80k sq ft
- R3, R4 - Residential: 15-40k sq ft
- R5, ML - Residential: 5-15k sq ft & Multi-family Low-density
- MM, MH - Multi-family Med./High-density Residential
- NZ - Not Zoned

Figure 4.2-19

Stoughton Alternative
Raynham Stations

Zoning



Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\Tech Reports\LandUse\LandUseStations.mxd

Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Station

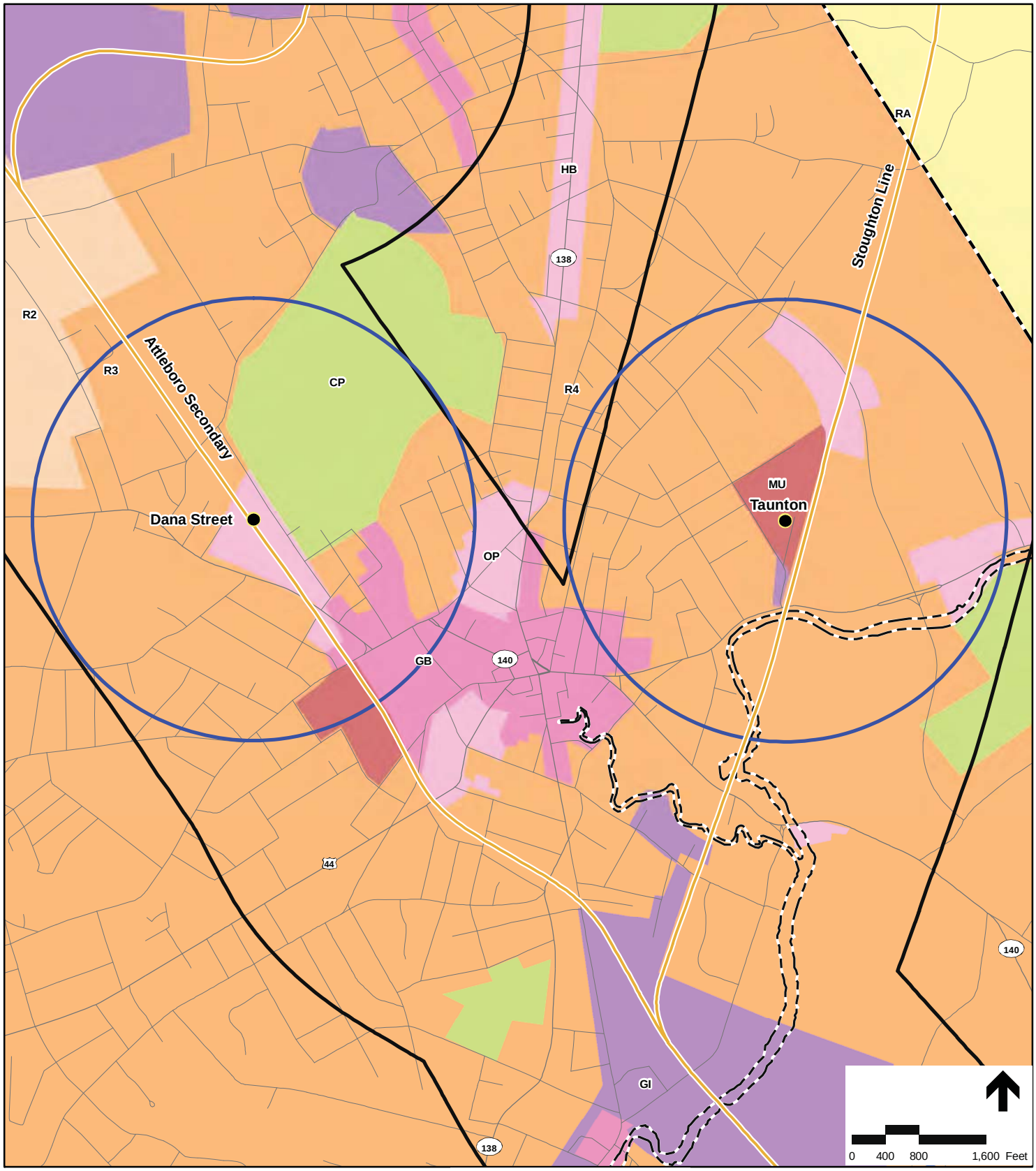
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-20

Taunton Station

Generalized Land Use



Printing Date: 2/11/2013
File: \\mabos\projects\10111.00\GIS\ProjectFEIS\Corps_Berger\Zoning_3-33_Stoughton.mxd

Legend

- Town Boundaries
- Proposed Station
- Proposed Alternative
- Half-mile Radius of Proposed Station
- Half-mile Buffer of Proposed Alternative

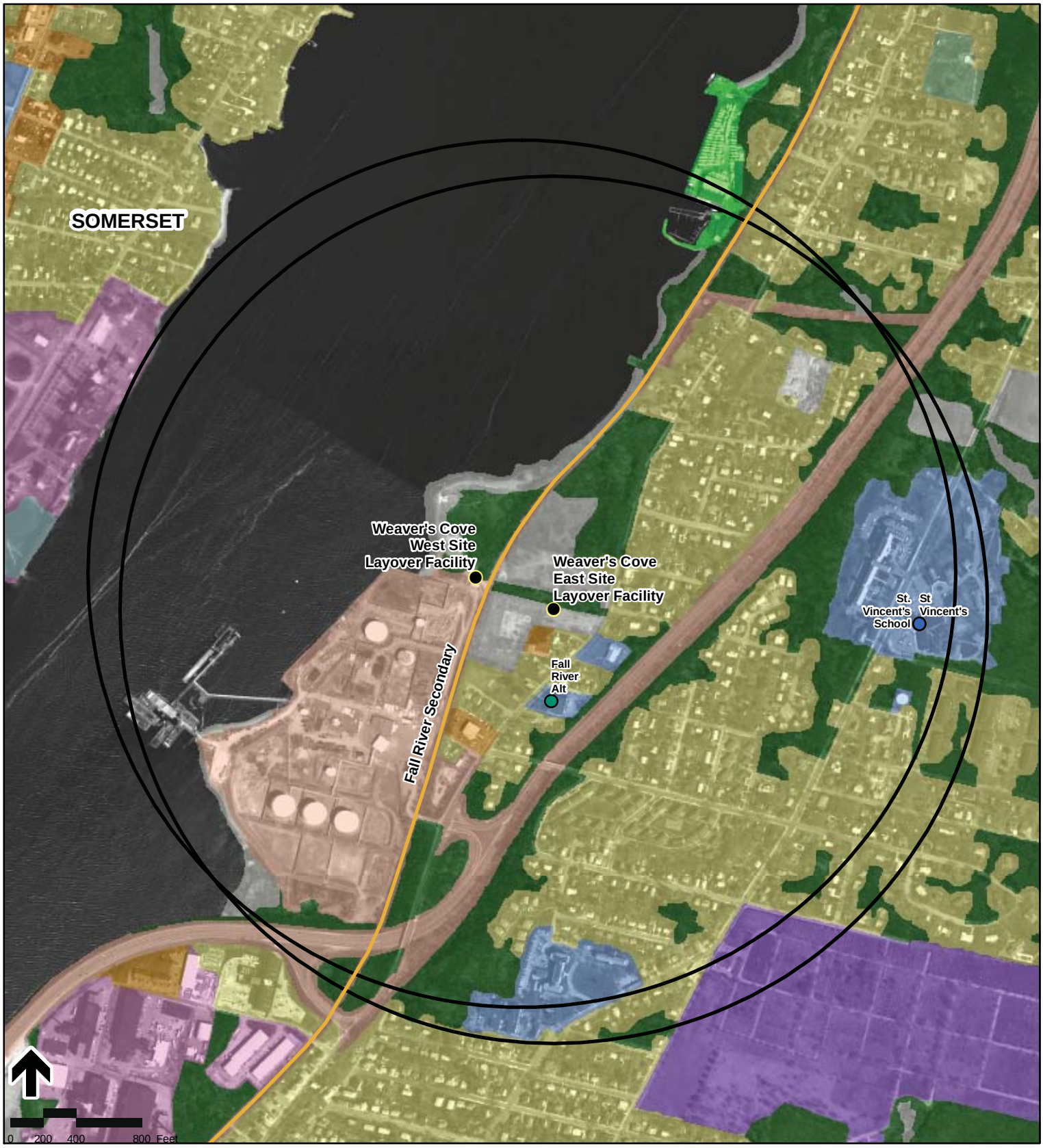
Municipal Zoning Districts

- CP - Conservation/Passive Recreation
- GB - General Business
- CB, LB, HB, OP - Central, Limited or Hwy Business; Office Park
- GI - General Industrial
- LI - Light Industrial
- IN, HC - Institutional; Health Care
- MU - Mixed Use
- R1, RA - Residential: 80k+ sq ft / Agricultural
- R2 - Residential: 40-80k sq ft
- R3, R4 - Residential: 15-40k sq ft
- R5, ML - Residential: 5-15k sq ft & Multi-family Low-density
- MM, MH - Multi-family Med./High-density Residential
- NZ - Not Zoned

Figure 4.2-21

Taunton Stations (North)

Zoning



Printing Date: 3/18/2009
File: \\Mabos\projects\10111_00\GIS\projectPhase2TechReports\LandUse\LandUseStations.mxd

Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Layover Facility

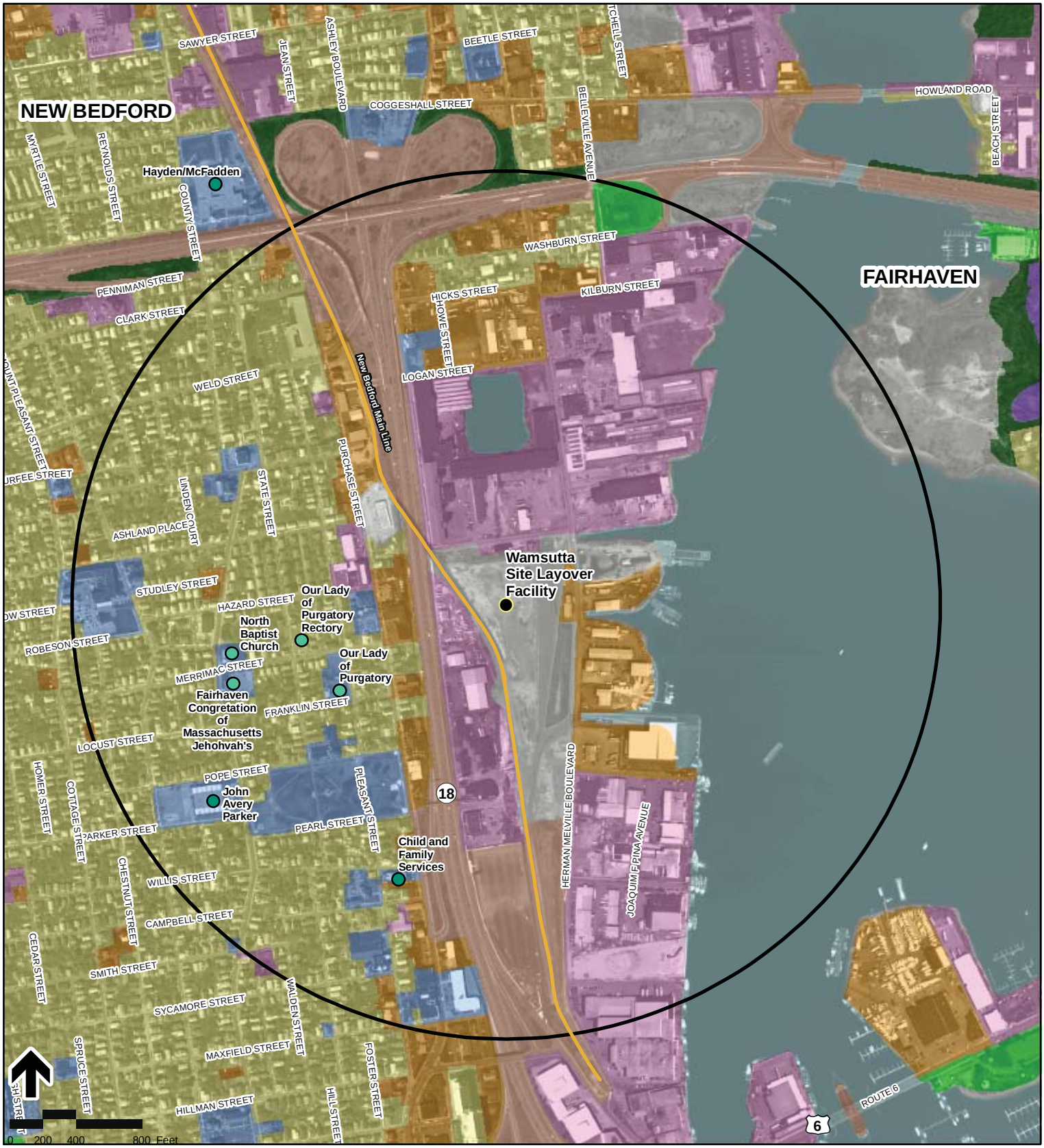
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-22

Weaver's Cove Sites
Layover Facilities

Generalized Land Use



Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\LandUseLandUseStations.mxd

Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Proposed Alternative
- Half-mile Radius of Proposed Layover Facility

Generalized Land Use

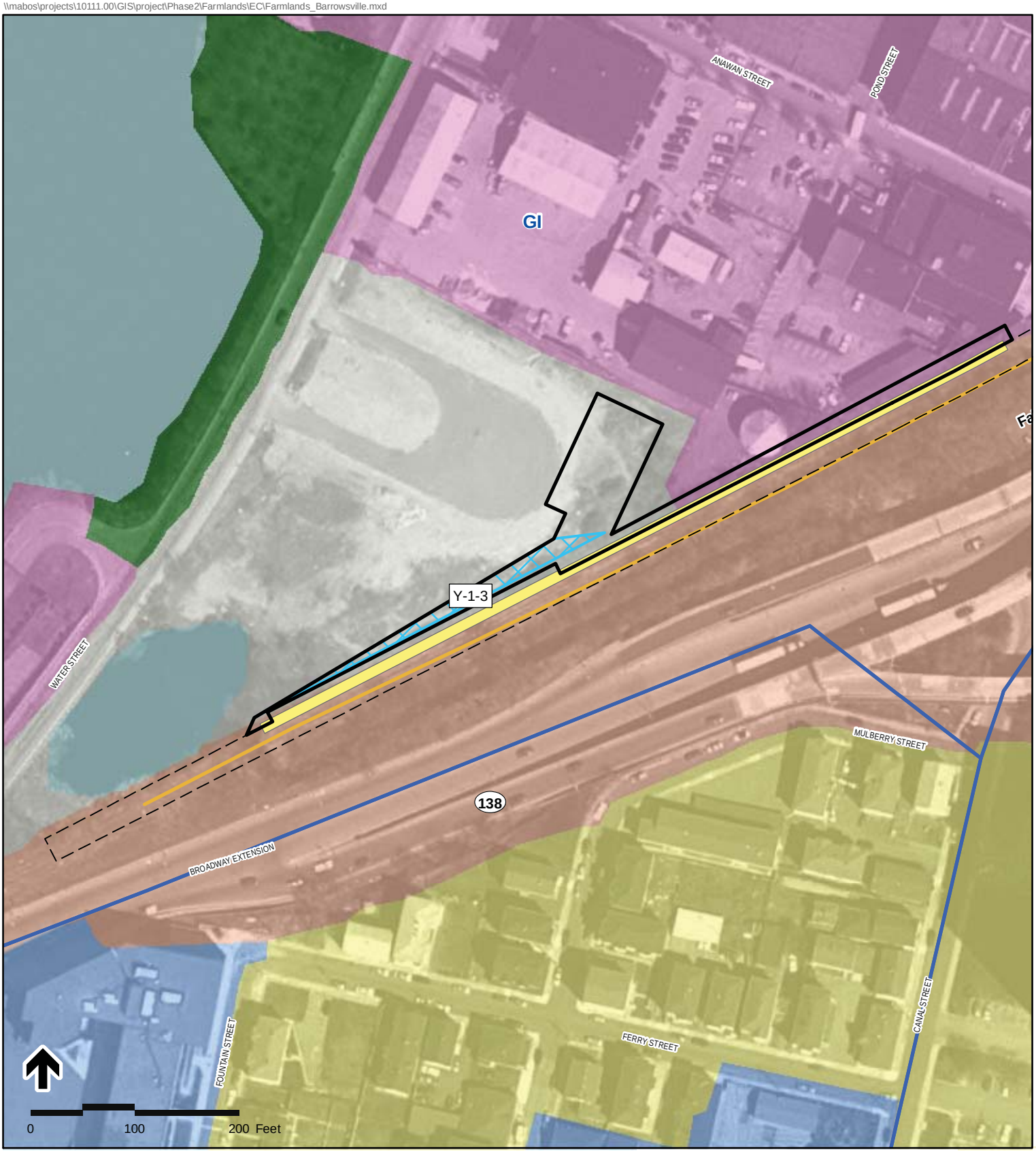
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-23

Wamsutta Site Layover Facility

Generalized Land Use

7/7/2008
\\mabos\projects\10111.00\GIS\project\Phase2\Farmlands\EC\Farmlands_Barrowsville.mxd



Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID
- Municipal Zoning District Boundaries

Generalized Zoning Codes

CP	Conservation/Passive Recreation
GB	General Business
CB, LB	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-24

Battleship Cove Station

Generalized Land Use and Zoning Designations

7/7/2009
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

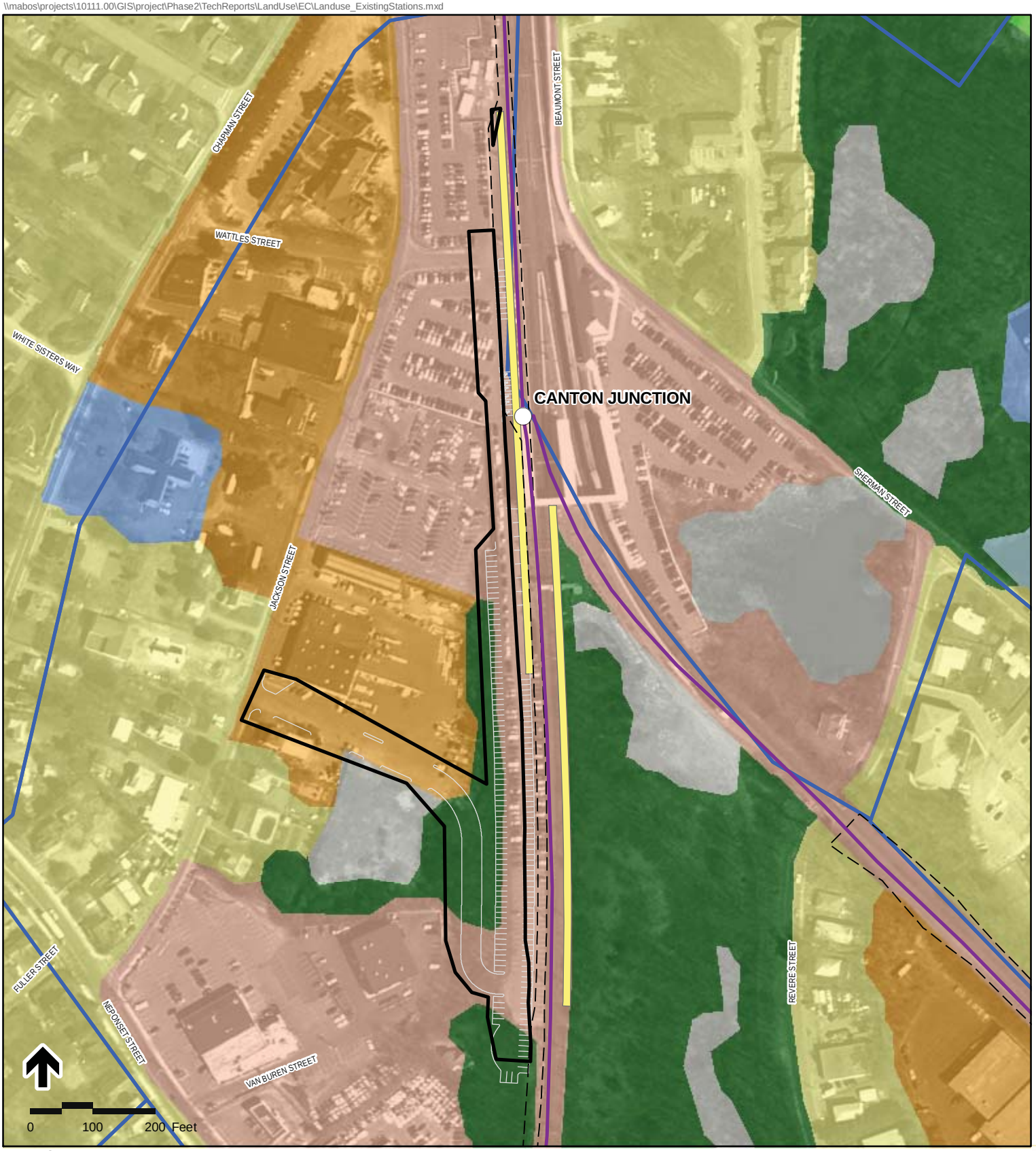
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-25

Canton Center Station

Generalized Land Use and Zoning Designations

7/7/2009
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
  - Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

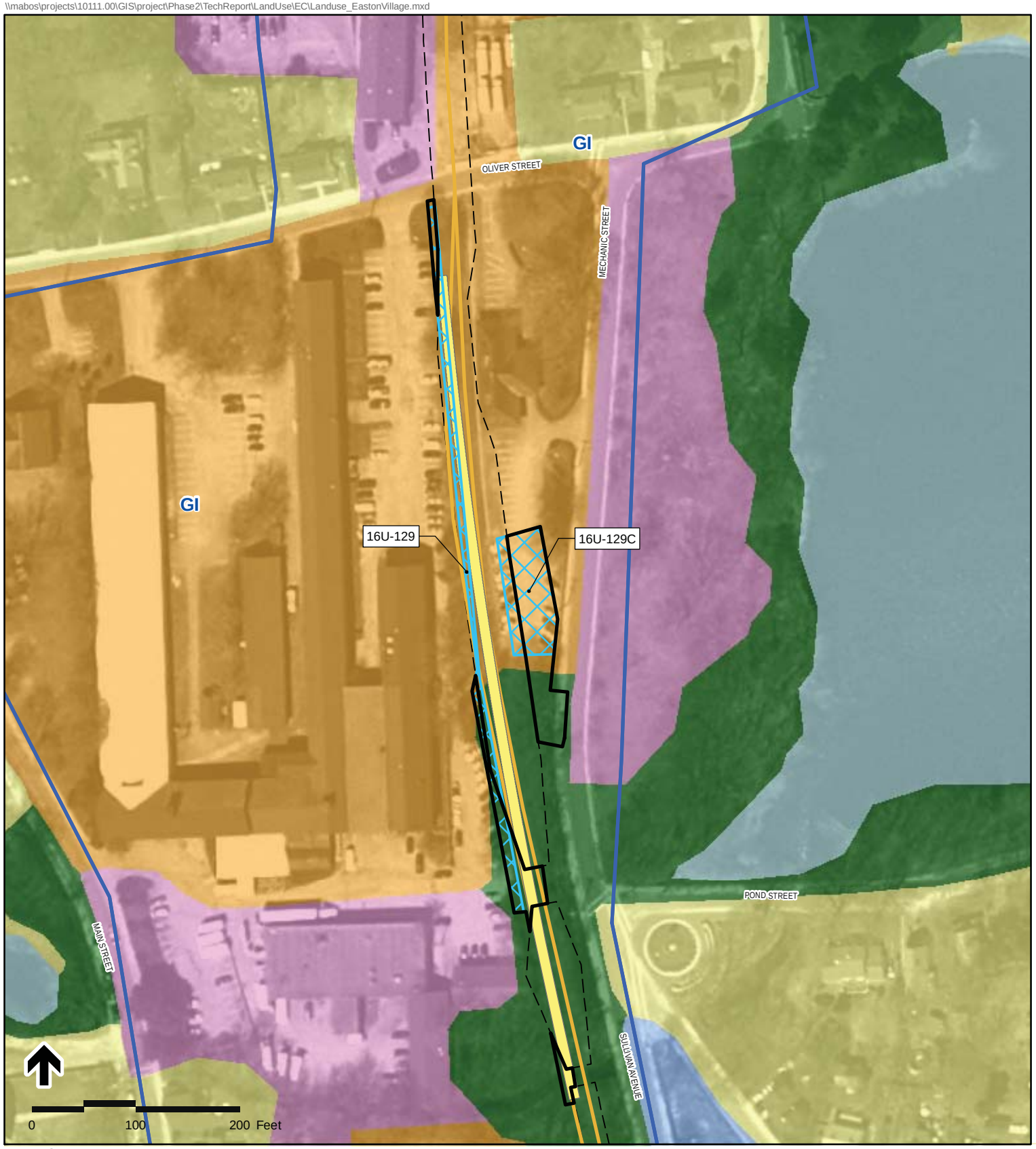
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-26

Canton Junction Station

Generalized Land Use and Zoning Designations

7/7/09
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

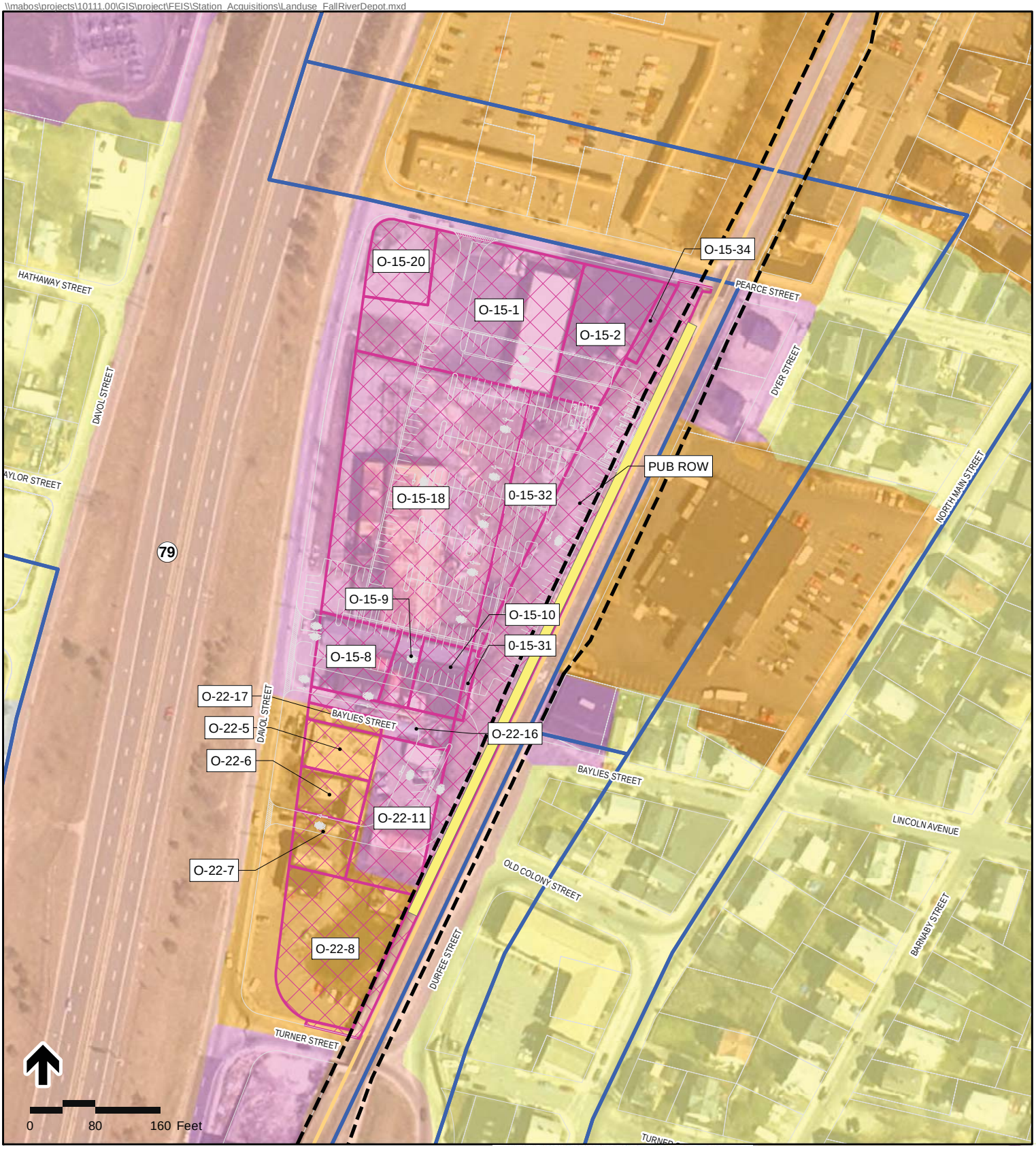
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-27

Easton Village

Generalized Land Use and Zoning Designations

2/7/2013
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact for Proposed Rail
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

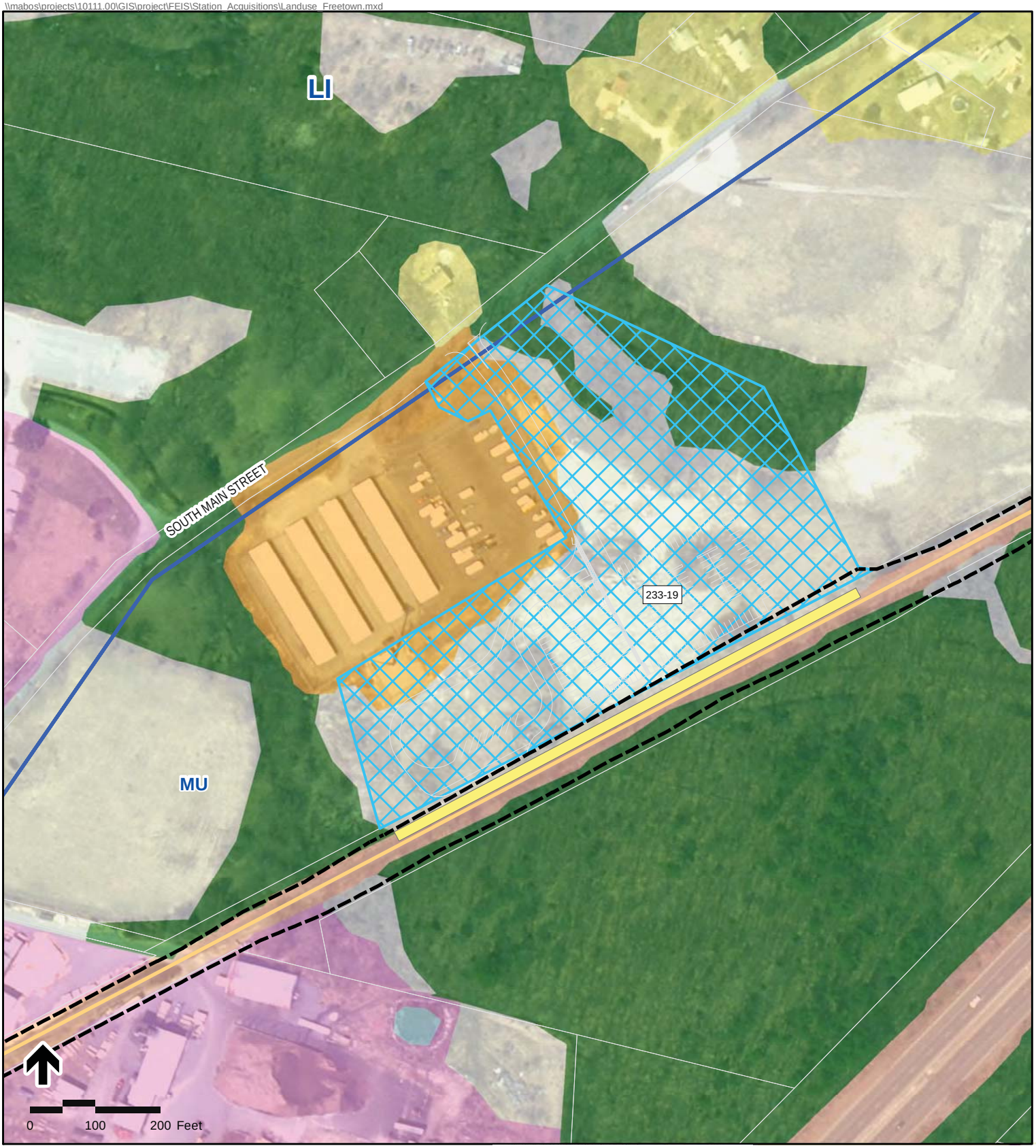
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-28

Fall River Depot Station

Property Acquisitions

2/7/2013
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

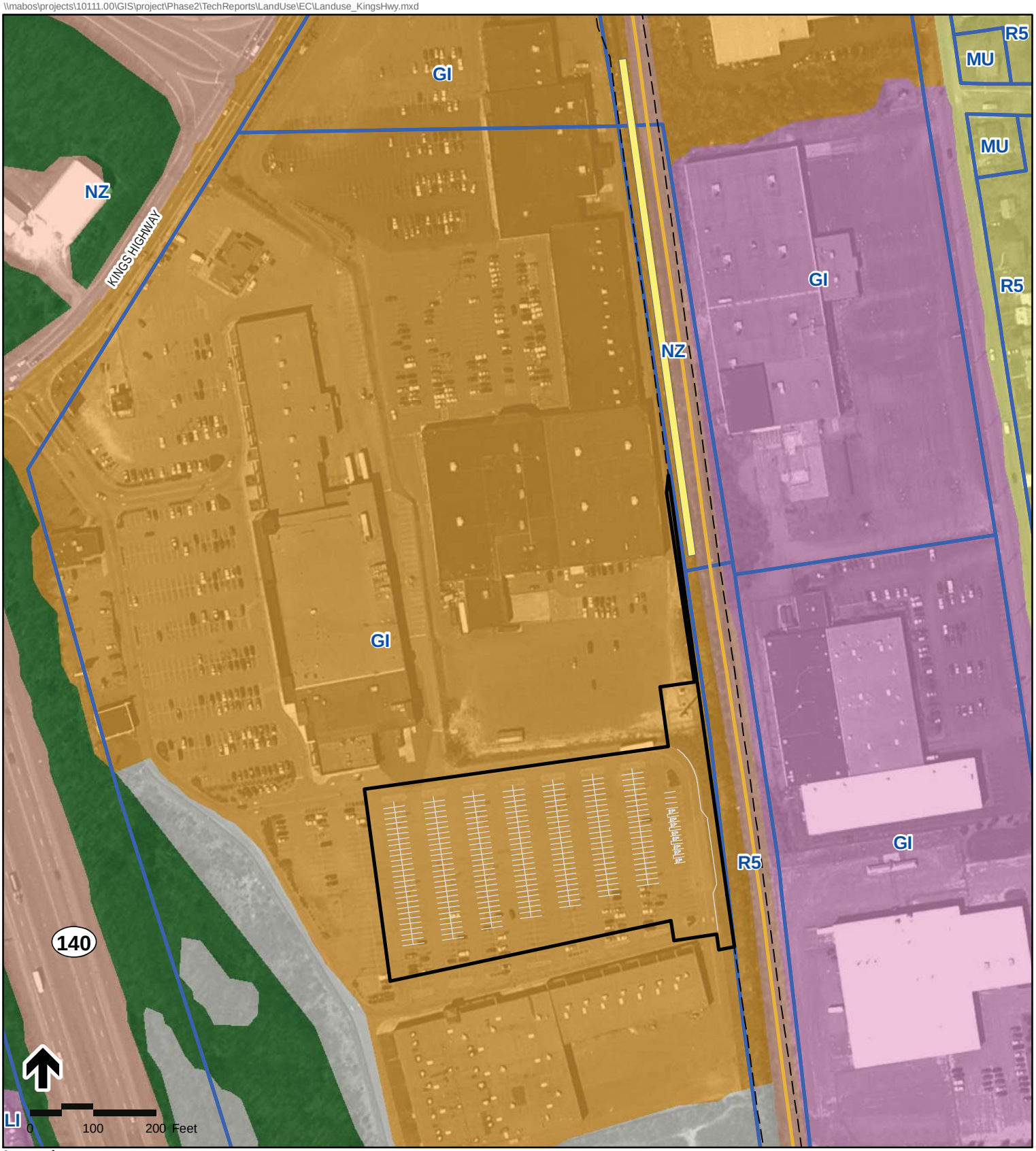
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-29

Freetown Station

Property Acquisitions

7/7/2009
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-30

King's Highway Station

Generalized Land Use and Zoning Regulations

2/7/2013
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

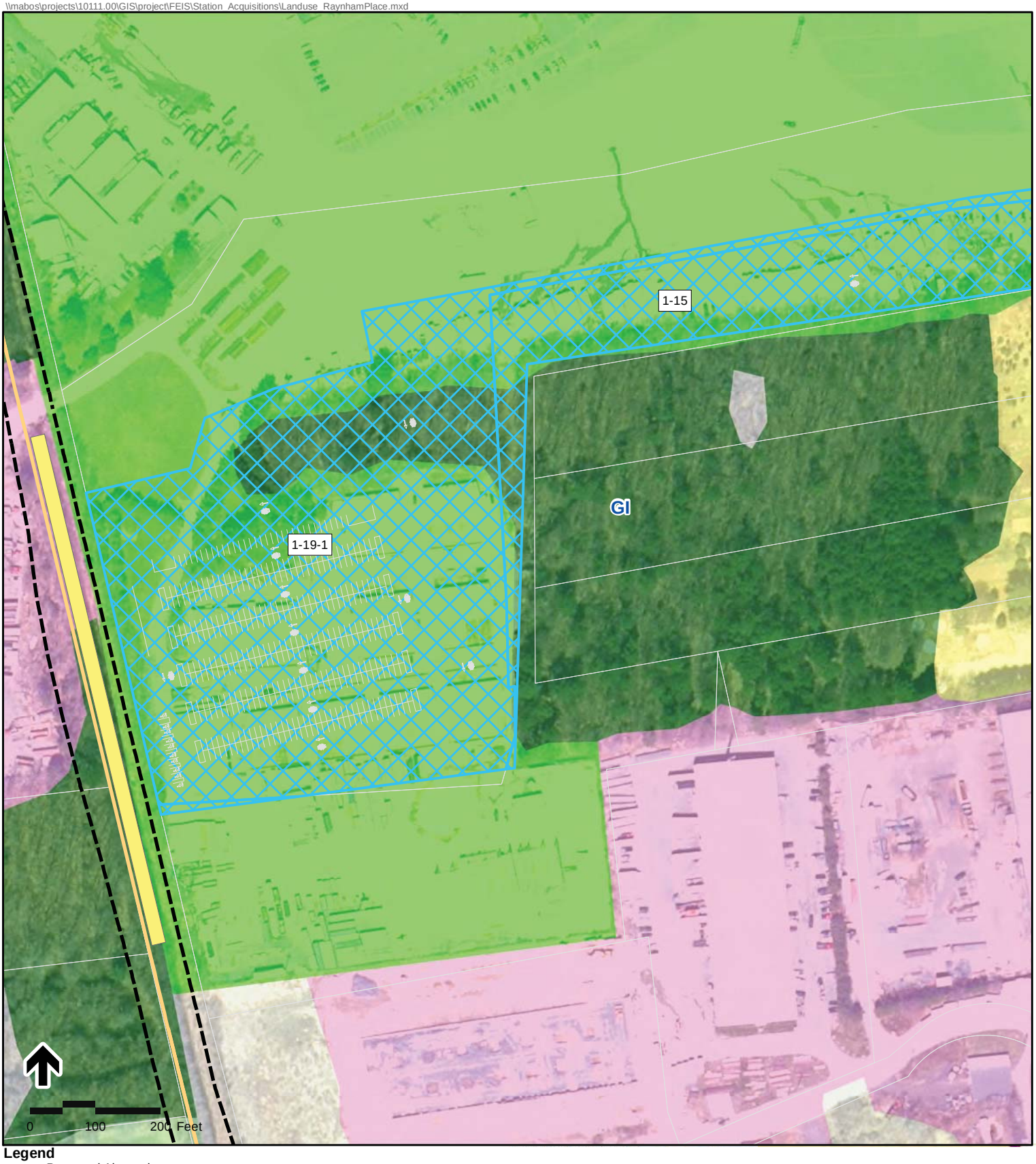
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-31

North Easton Station

Property Acquisitions

2/7/2013
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

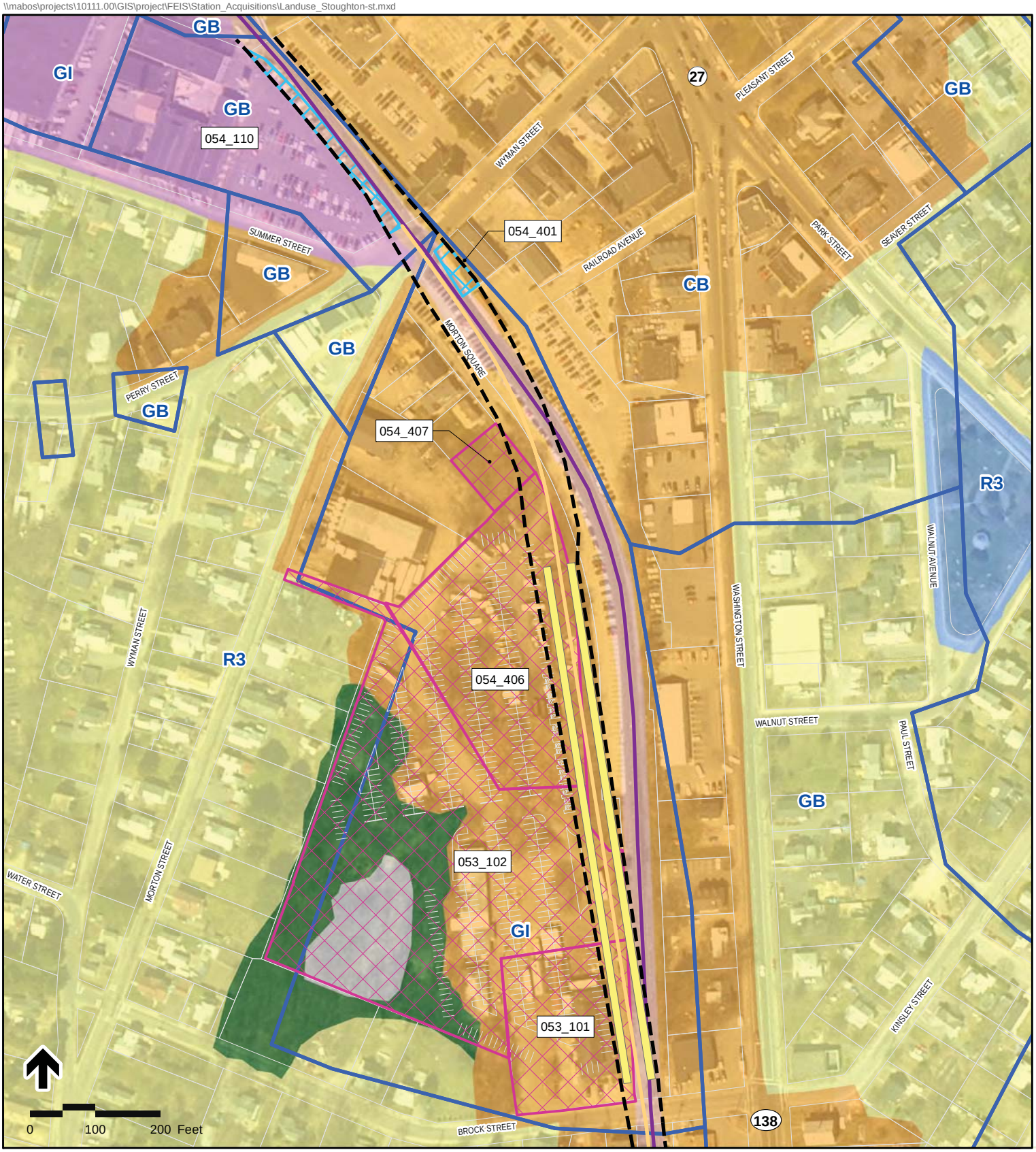
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-32

Raynham Park Station

Property Acquisitions

2/7/2013
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-33

Stoughton Station

Property Acquisitions

2/7/2013
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact of Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

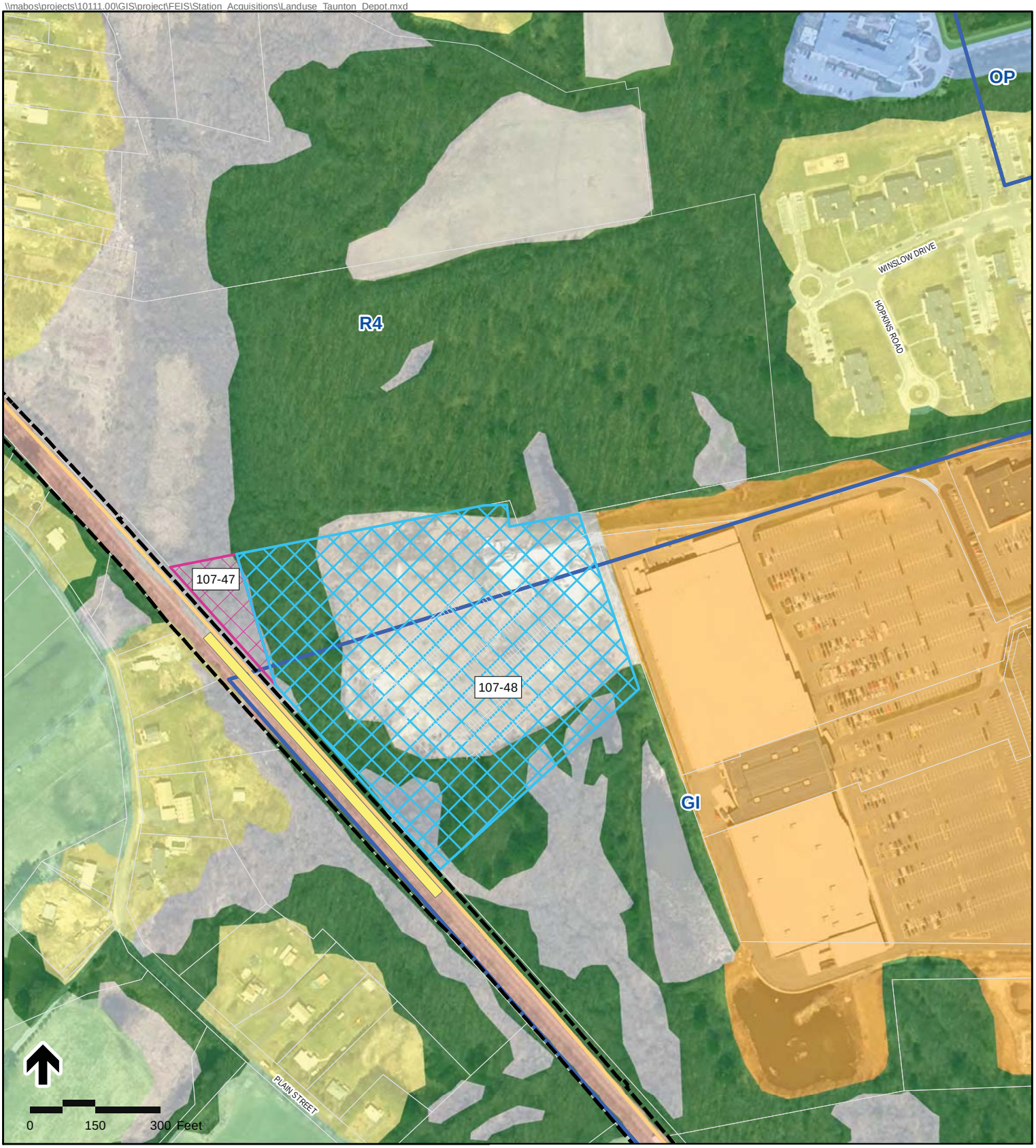
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-34

Taunton Station

Property Acquisitions

2/7/2013
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact of Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID
- Municipal Zoning District Boundaries

Generalized Zoning Codes

CP	Conservation/Passive Recreation
GB	General Business
CB, LB	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

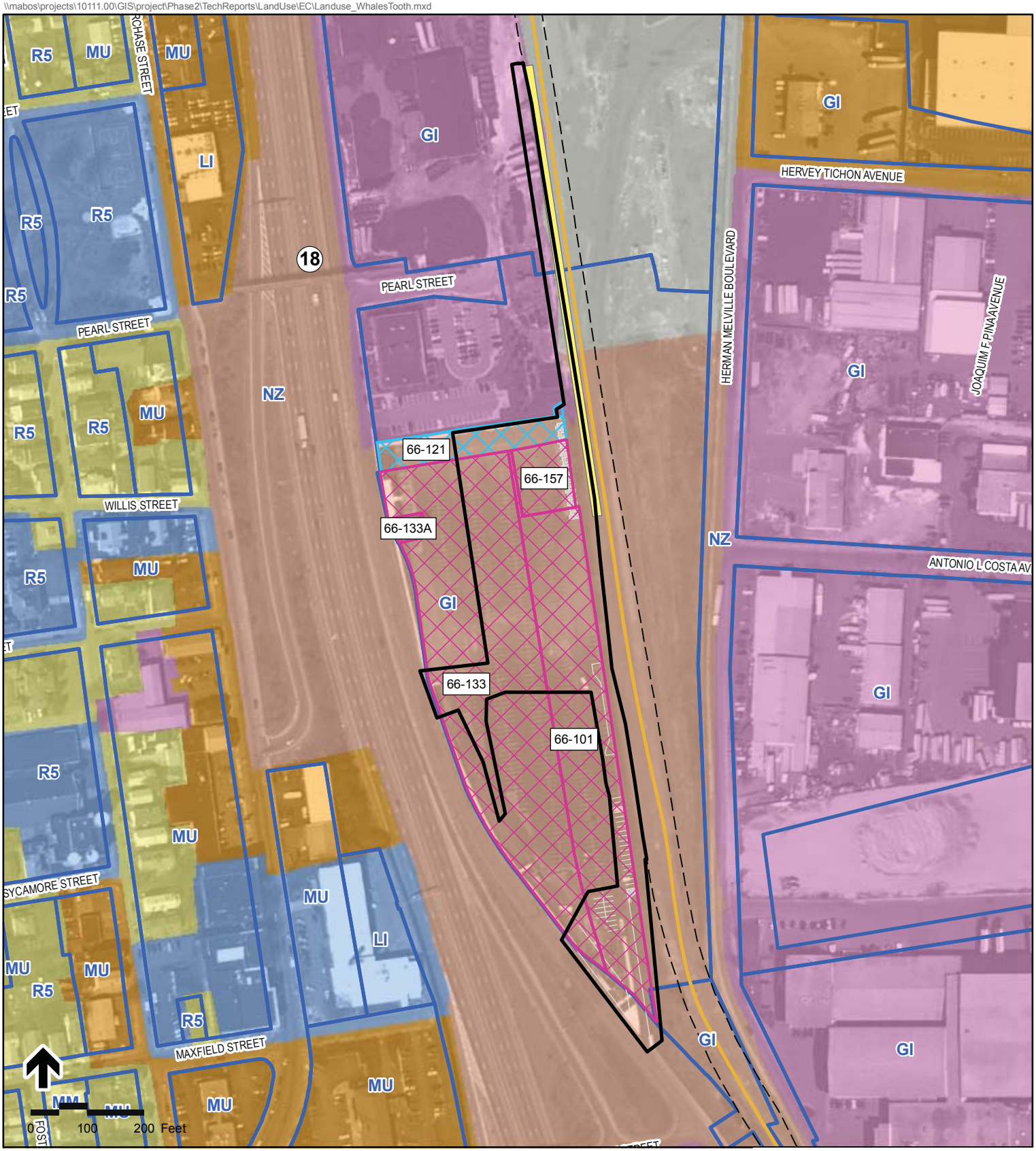
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-35

Taunton Depot Station

Property Acquisitions

7/7/2009
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

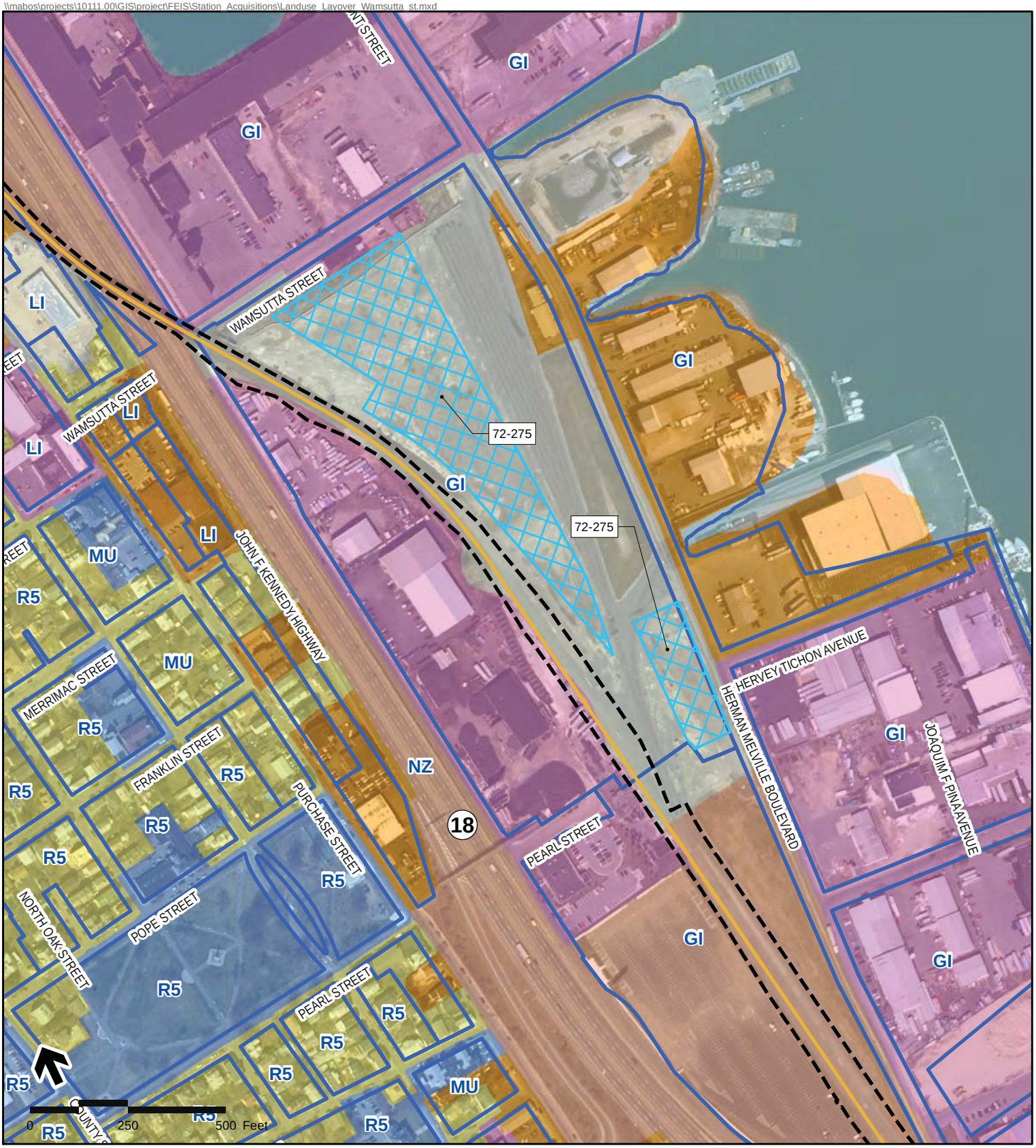
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-36

Whale's Tooth Station Property Acquisitioins

Generalized Land Use and Zoning Designations

2/7/2013
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Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact of Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-37

Layover Facility at Wamsutta Site

Property Acquisitions

2/7/2013
\\mabos\projects\10111.00\GIS\project\FEIS\Station_Acquisitions\Landuse_Layover_Weavers.mxd



Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
- Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB, HB, OP	Central, Limited Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

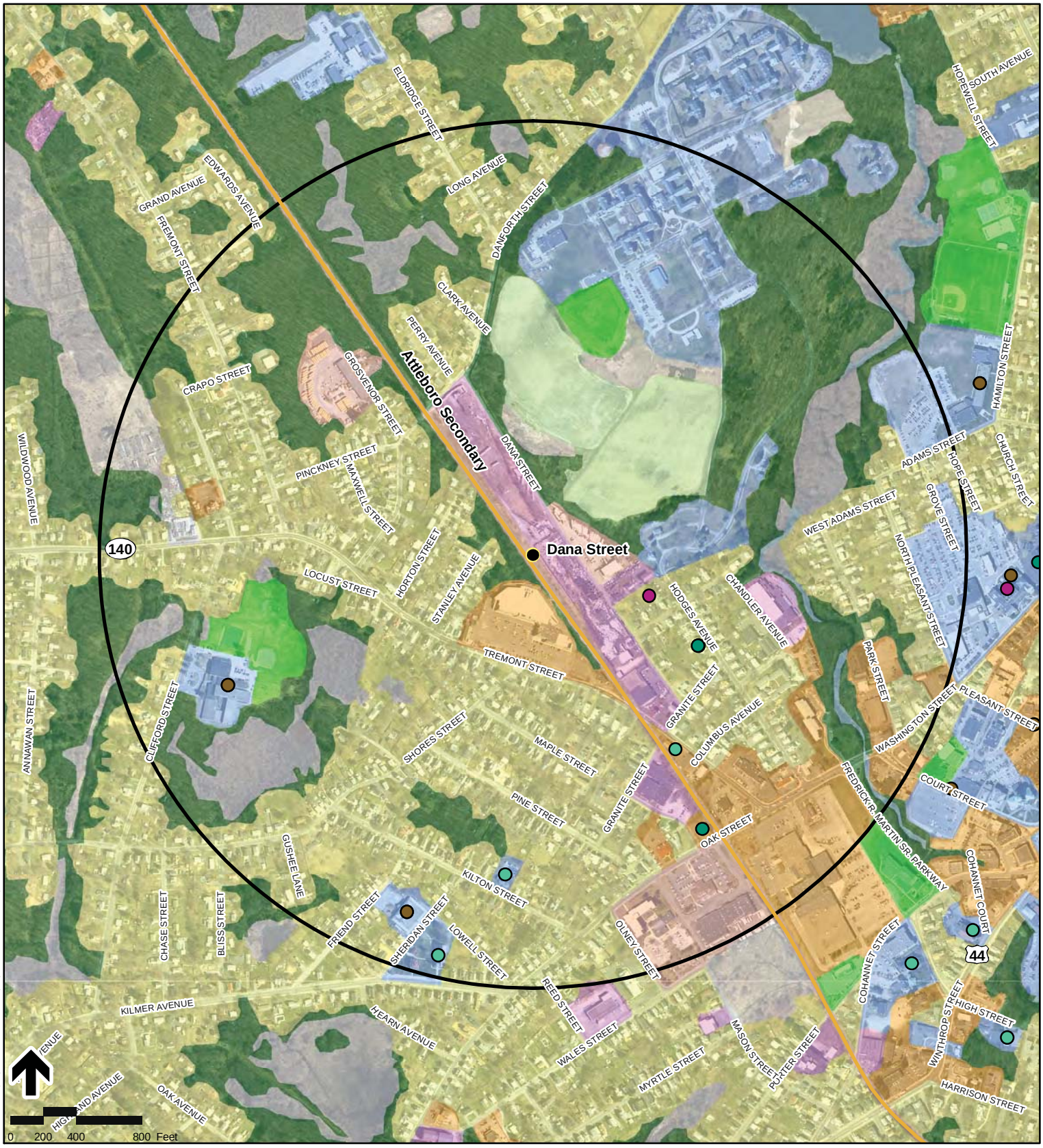
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-38

Layover Facility at Weaver's Cove East Site

Property Acquisitions



Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\LandUse\LandUseStations.mxd

Legend

- Places of Worship
- Community Health Centers
- Hospitals
- Libraries
- Colleges
- Schools
- Half-mile Radius of Proposed Station

Generalized Land Use

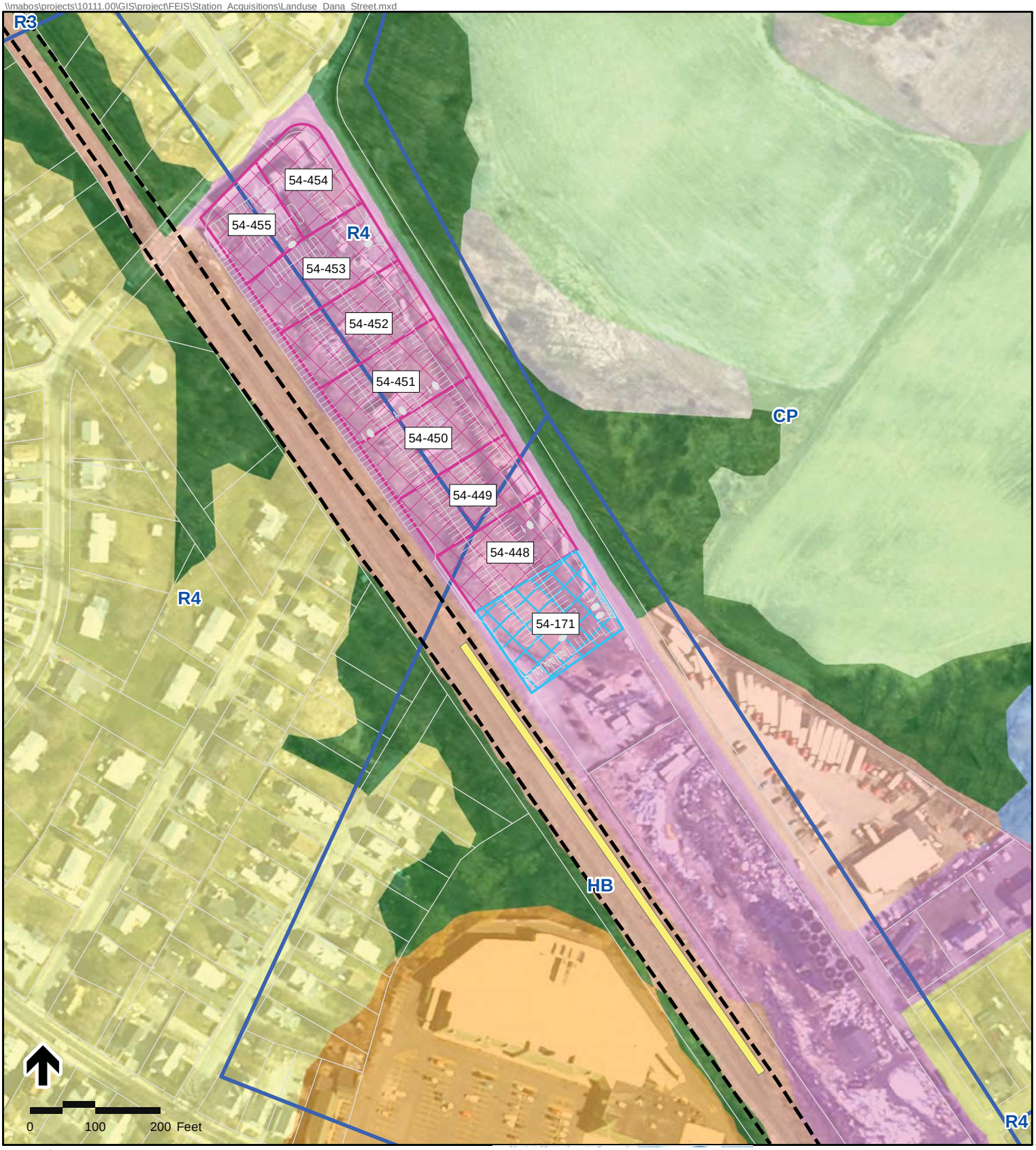
- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/Utilities
- Undeveloped

Figure 4.2-39

Dana Street Station

Generalized Land Use

2/7/2013
\\mabos\projects\10111.00\GIS\project\FEIS\Station_Acquisitions\Landuse_Dana_Street.mxd



Legend

- Proposed Alternative Alignment
- MBTA Commuter Rail
- Limit of Permanent Impact for Proposed Rail
- Station Parking Area
- Station Platform
- Full Parcel Acquisition
- Partial Parcel Acquisition
  - Parcel ID

Municipal Zoning Districts

CP	Conservation/Passive Recreation
GB	General Business
CB, LB,	Central, Limited
HB, OP	Hwy Business, Office Park
GI	General Industrial
L1	Light Industrial
IN, HC	Institutional, Health Care
R1, RA	Residential: 80k+ sq ft/Agriculture
R2	Residential: 40-80k sq ft
R3, R4	Residential: 15-40k sq ft
R5	Residential: 5-15k sq ft & Multi-family Low Density
MM, MH	Multi-family Medium, High-density Residential
MU	Mixed Use
NZ	Not Zoned

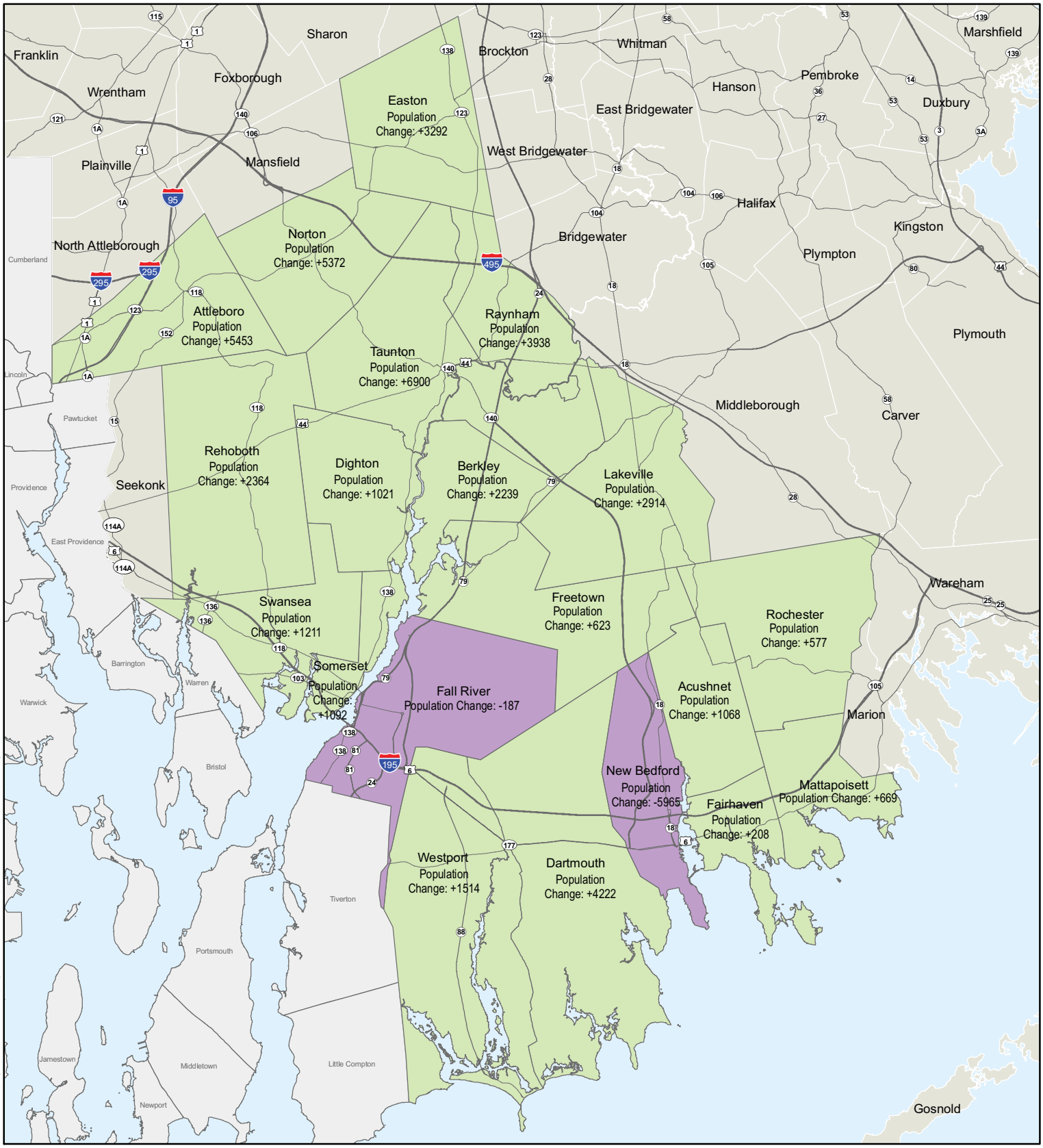
Generalized Land Use

- Agriculture
- Cemetery
- Commercial
- Forest
- Industrial
- Institutional
- Mining
- Open Water
- Recreation
- Residential
- Transportation/ Utilities
- Undeveloped

Figure 4.2-40

Dana Street Station

Property Acquisitions



Printing Date: 1/23/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\SocioEconomic\PopChange.mxd

Legend

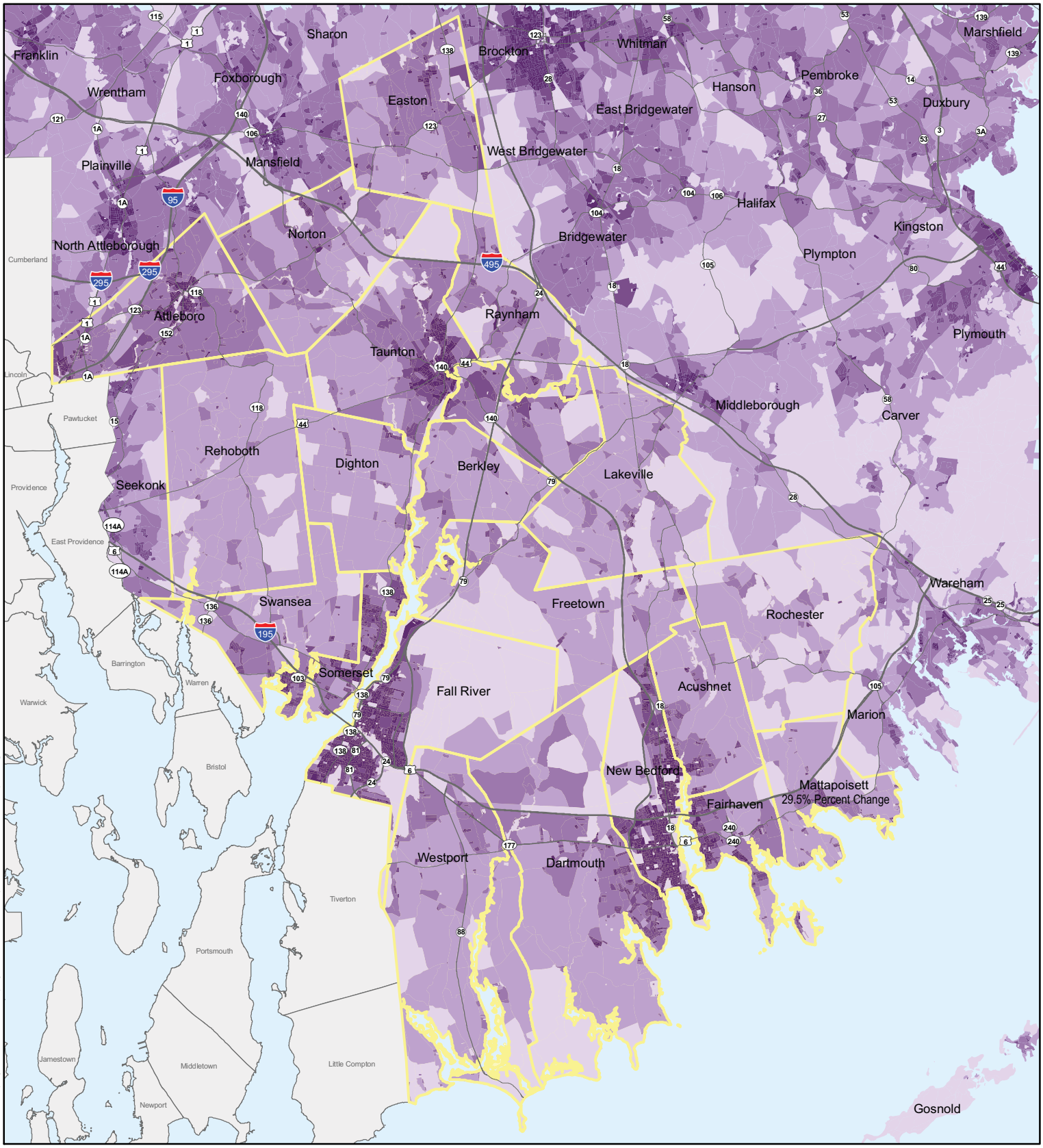
South Coast Rail Communities

- Town with Positive Population Growth
- Town with Negative Population Growth

0 2.5 5 Miles

Figure 4.3-1

Population Growth 1990-2006



Printing Date: 1/23/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\SocioEconomic\PopChange.mxd

Legend

South Coast Rail Communities

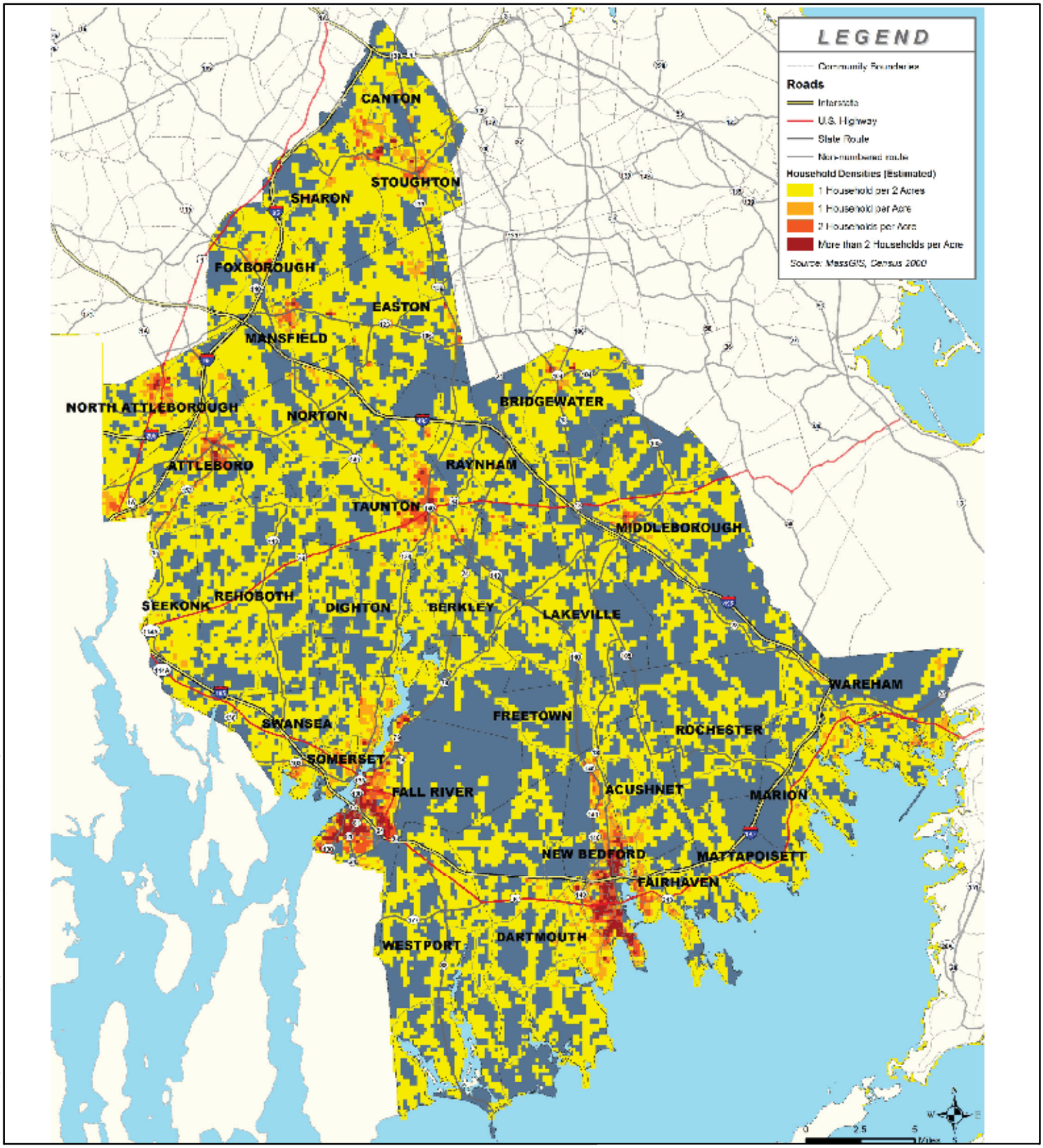
Population Density (per square mile)

- <100
- 101-500
- 501-2000
- 2001-5000
- >5000

0 2.5 5 Miles

Figure 4.3-2

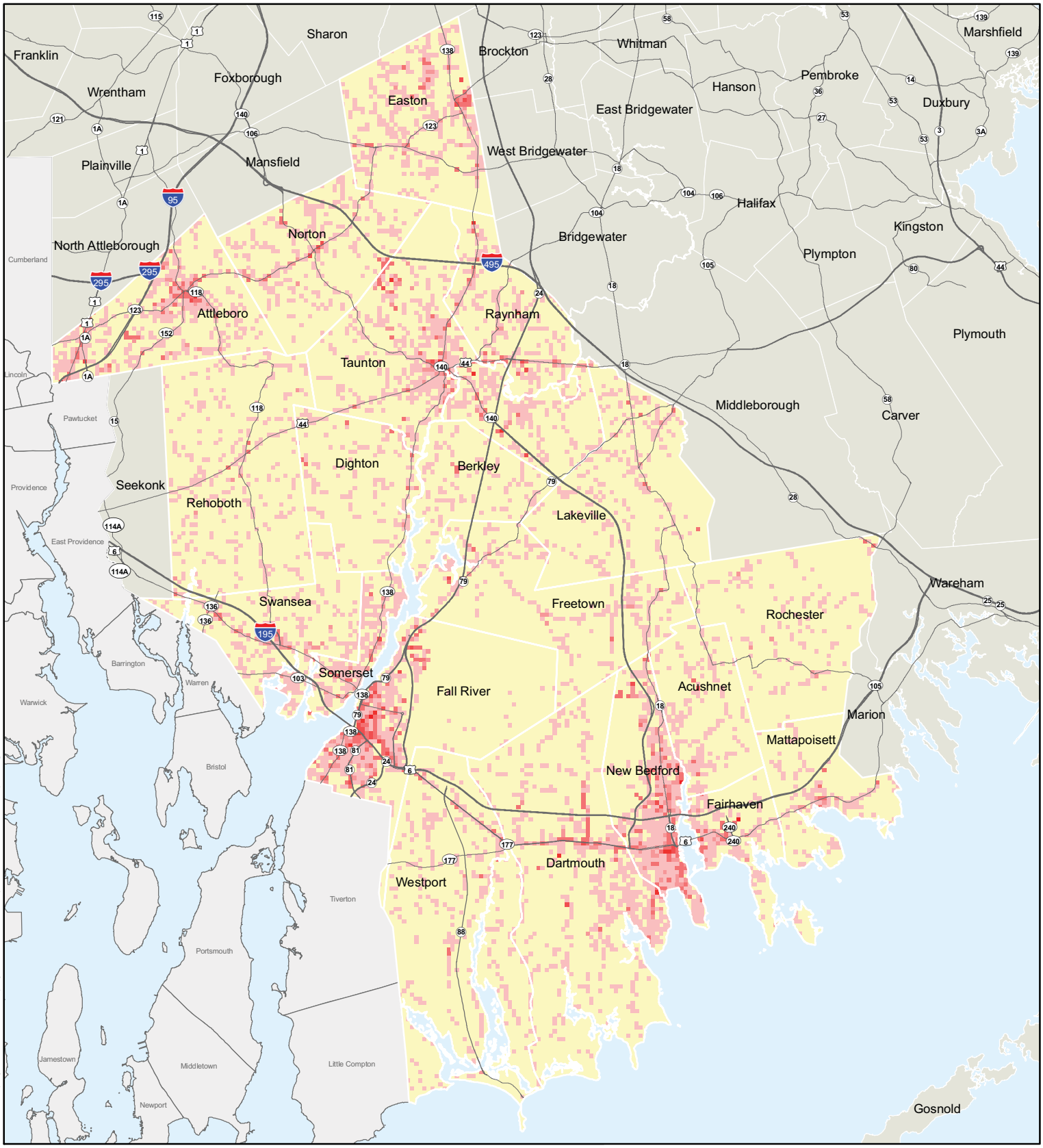
Population Density 2000



Printing Date: 1/23/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2TechReports\SocioEconomic\PopChange.mxd

Figure 4.3-3

Household Density



Printing Date: 1/23/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\SocioEconomic\PopChange.mxd

Legend

South Coast Rail Communities

Employment Concentrations
Jobs by Area*

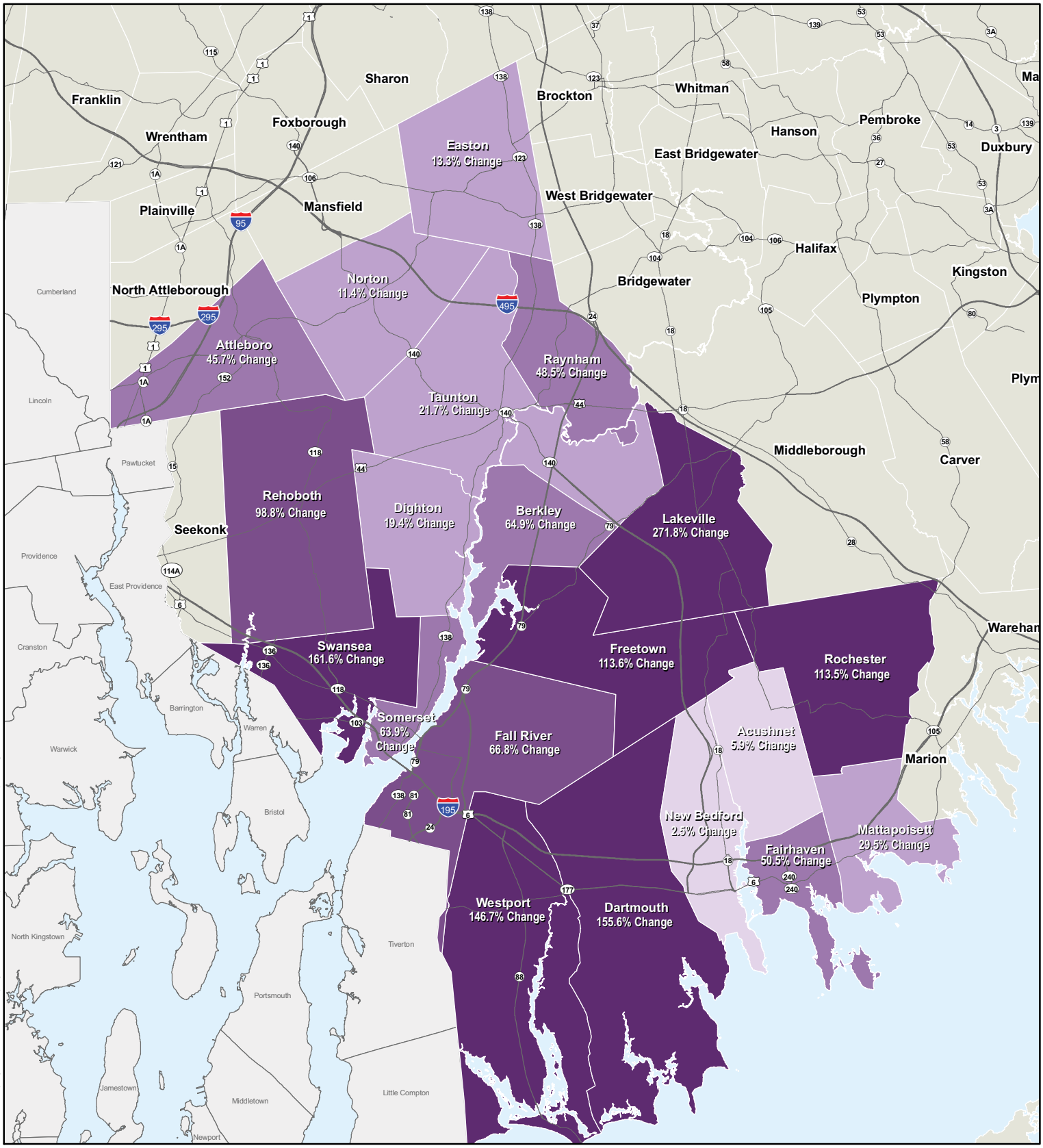
- 1 - 50
- 50 - 100
- 100 - 500
- 500 - 1,000
- 1,000 - 2,500
- 2,500 - 3,800

* Each square represents a 250x250 meter area

0 2.5 5 Miles

Figure 4.3-4

Employment Concentrations 2007



Printing Date: 2/12/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\SocioEconomic\PopChange.mxd

Legend

Work Trips to Boston

- 0% - 10.0% Change
- 10.1% - 30.0% Change
- 30.1% - 65.0% Change
- 65.1% - 110.0% Change
- 110.1% - 272% Change

0 2.5 5 Miles

Figure 4.3-5

Change in Work Trips
to Boston from 1990 to 2000





Printing Date: 7/12/09
File: \\MABOS\projects\10111.00\GIS\project4Phase2\TechReports\LandUse\EC\RailOptions\AllRail_LU_NewBedford_pg1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
- Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

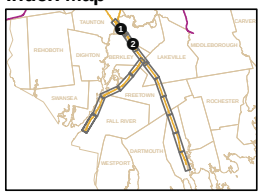


Figure 4.4-1a

All Rail Alternatives - New Bedford Main Line

Environmental Justice Neighborhoods





Plotting Date: 7/1/2009
File: \\nabs\projects\10111.00\GIS\project\Phase2\TechReports\Land\Use\ECR\allOptionsAllRail_LU_NewBedford_pg2.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
- Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

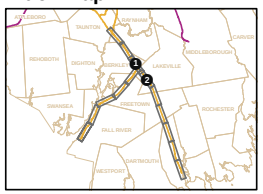


Figure 4.4-1b

All Rail Alternatives - New Bedford Main Line

Environmental Justice Neighborhoods





Printing Date: 7/1/2009
File: \\matdo\gis\rqrds\10111.00\GIS\projects\Phase2\TechReports\Land\ae\EC\Rail\Options\All Rail_LU_NewBedford_pg3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
  - Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

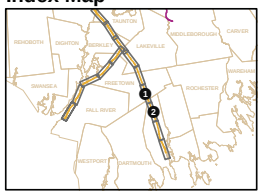


Figure 4.4-1c

All Rail Alternatives - New Bedford Main Line

Environmental Justice Neighborhoods





Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
  - Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

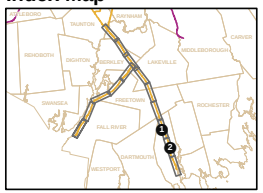
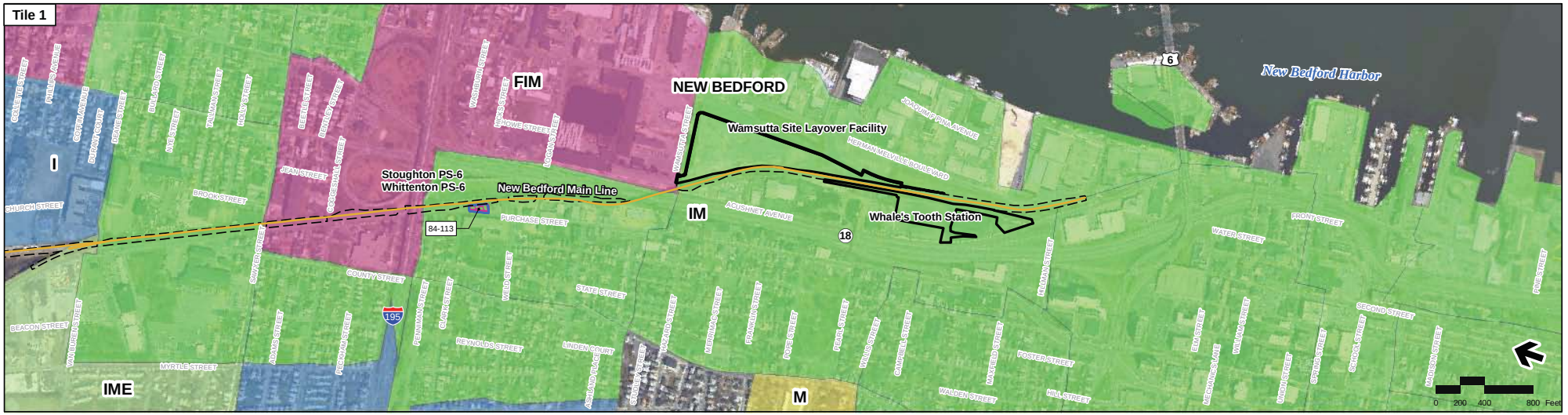


Figure 4.4-1d

All Rail Alternatives - New Bedford Main Line

Environmental Justice Neighborhoods

Printing Date: 6/30/2009
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Printing Date: 7/1/2009
File: \\mabos\sig\Projects\10111.00\GIS\project\Phase2\TechReports\LandUse\EC\RailOptions\ARRail_LU_NewBedford_rpt5.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
  - Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

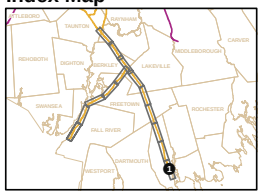


Figure 4.4-1e

All Rail Alternatives - New Bedford Main Line

Environmental Justice Neighborhoods





Printing Date: 7/12/2013
File: W:\Projects\Assets\11111.00\GIS\ArcInfo\Projects\Phase3\Task3Reports\EJ\EJReviewOptions\AllRail_EJ_FallRiver_Page1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
  - Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

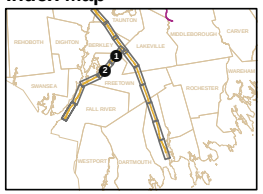


Figure 4.4-2a

All Rail Alternatives - Fall River Secondary

Environmental Justice Neighborhoods



Printing Date: 7/1/2009
File: M:\GIS\Projects\10111.00\GIS\mxd\Phase3\Tiles\Reports\EJ\EC\R1\Options\AlRail_EJ_FallRiver_Page2.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
- Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

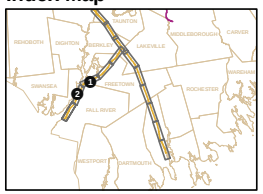


Figure 4.4-2b

All Rail Alternatives - Fall River Secondary

Environmental Justice Neighborhoods



Printing Date: 4/22/2009
File: \\Mabpvfp\Boston\110111.00\GIS\project\Phase2\TechReports\EJ\EC\RailOptions\AllRail_EJ_FallRiver_Page3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
- Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

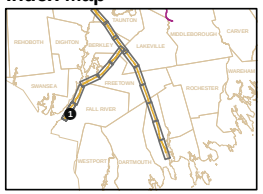


Figure 4.4-2c

All Rail Alternatives - Fall River Secondary

Environmental Justice Neighborhoods



Printed Date: 2/7/2013
File: \\mabos\proj\cts\110111.00\GIS\project\FEIS\Corps_Bergen\EJ_AE_Stoughton_Page1.mxd

Legend

- Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Place of Worship
- Schools
- Colleges
- Libraries
- Hospitals
- Community Health Centers
- Proposed Stations
- Proposed Alternative

Environmental Justice Populations

F	I	*F - Meets foreign born criteria*
FI	IE	*I - Meets income criteria*
FIE	IM	*M - Meets minority criteria*
FIM	IME	*E - Meets english language fluency criteria*
FIME	M	
FM	ME	
FME		

Index Map

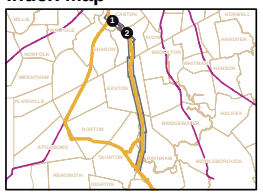
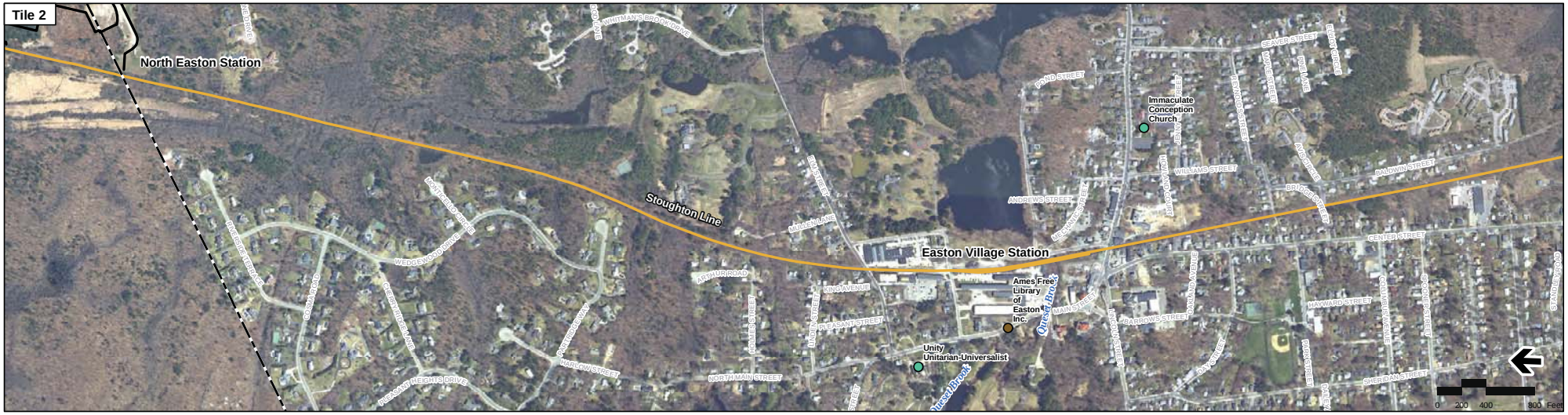


Figure 4.4-3a

Environmental Justice Populations within 0.5 Mile of Stoughton Alternative





Printing Date: 2/7/2013
File: \\nabosts\projects\10111.00\GIS\project\FEIS\Corps_Bergen\EJ_AE_Stoughton_Page2.mxd

Legend

- Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Place of Worship
- Schools
- Colleges
- Libraries
- Hospitals
- Community Health Centers
- Proposed Stations
- Proposed Alternative

Environmental Justice Populations

F	I	*F - Meets foreign born criteria*
FI	IE	*I - Meets income criteria*
FIE	IM	*M - Meets minority criteria*
FIM	IME	*E - Meets english language fluency criteria*
FIME	M	
FM	ME	
FME		

Index Map

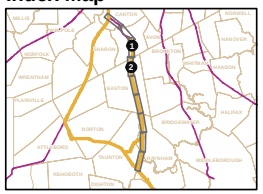
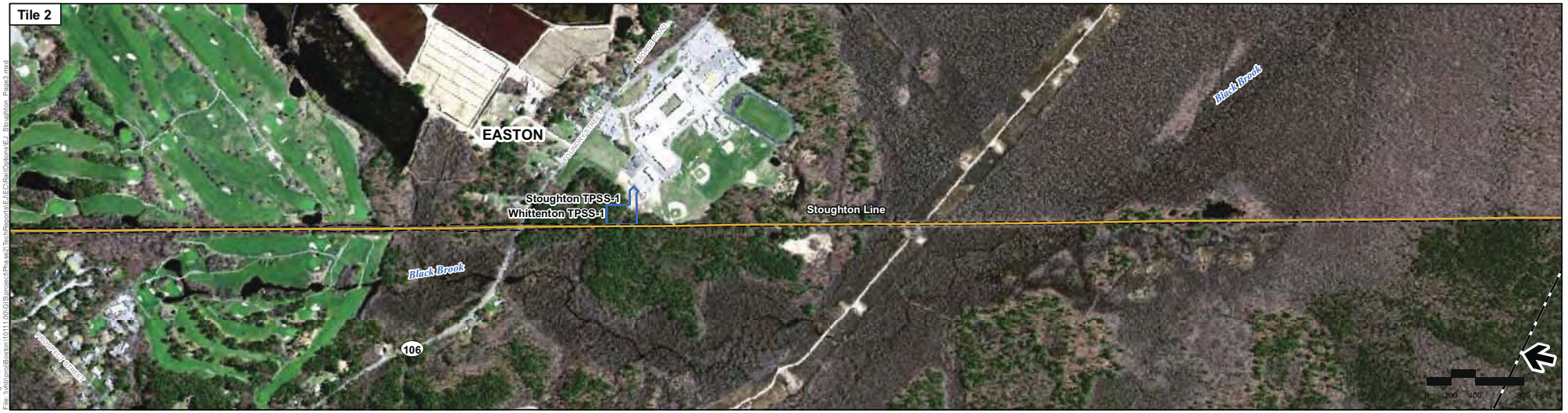


Figure 4.4-3b

Environmental Justice Populations within 0.5 Mile of Stoughton Alternative





Printing Date: 7/12/2013
File: L:\Projects\Boston\401111.00\GIS\projects\Phase2\TechReports\EJ\EJCRevIOptions\EJ_Stoughton_Page3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
  - Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

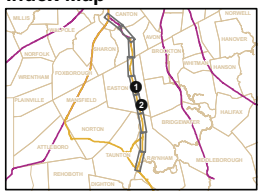
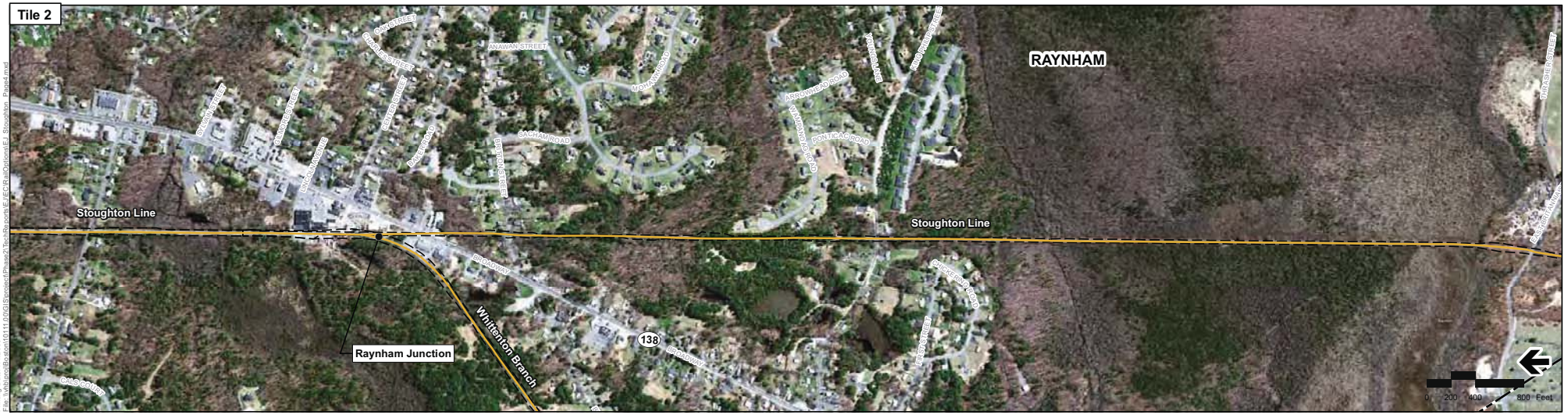


Figure 4.4-3c

Stoughton Alternatives - Stoughton Line

Environmental Justice Neighborhoods





Printing Date: 7/12/2013
File: M:\Projects\Stoughton\10111.00\GIS\mxd\Phase2\TechReports\EJEC\RailOptions\EJ_Stoughton_Page4.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
  - Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

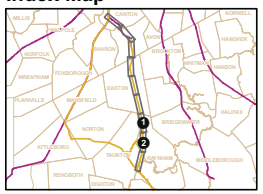


Figure 4.4-3d

Stoughton Alternatives - Stoughton Line

Environmental Justice Neighborhoods



Printing Date: 7/12/2013
File: \\fwlp\proj\Boston\101111.00\GIS\project\Phase2\TechReport\EJEC\RailOptions\EJ_Stoughton_Page5.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Traction Power Facility*
- Land Acquisition within Environmental Justice Community
  - Parcel ID

* Traction power stations are only required for electric rail alternatives

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

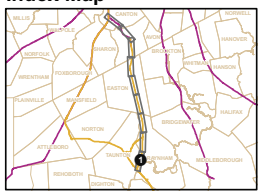


Figure 4.4-3e

Stoughton Alternatives - Stoughton Line

Environmental Justice Neighborhoods



Legend

- Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Place of Worship
- Schools
- Colleges
- Libraries
- Hospitals
- Community Health Centers
- Proposed Stations
- Proposed Alternative

Environmental Justice Populations

F	I	*F - Meets foreign born criteria*
FI	IE	*I - Meets income criteria*
FIE	IM	*M - Meets minority criteria*
FIM	IME	*E - Meets english language fluency criteria*
FIME	M	
FM	ME	
FME		

Index Map

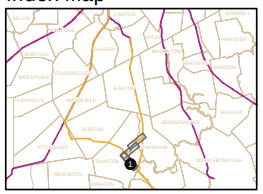
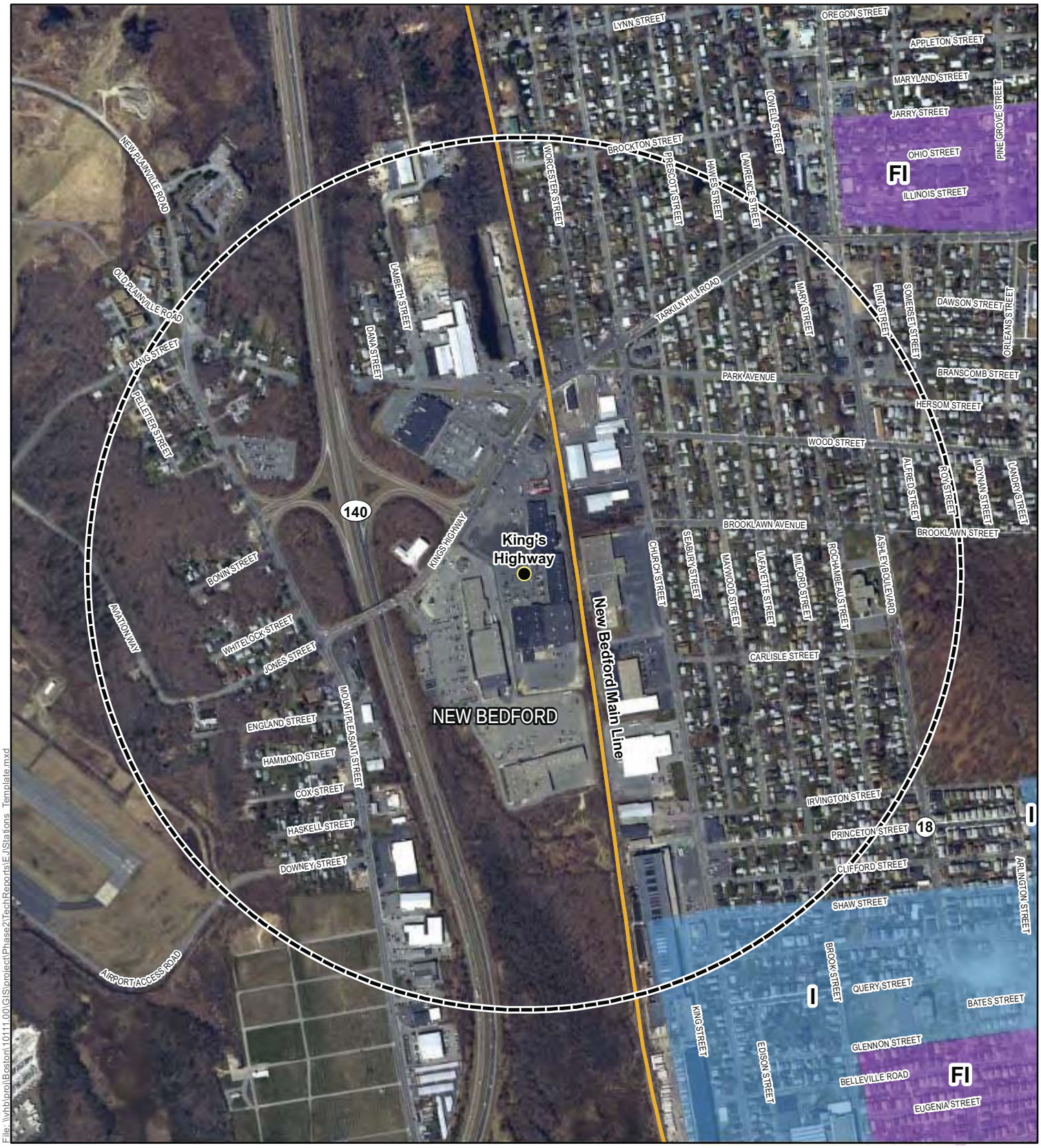


Figure 4.4-4

Environmental Justice Populations within 0.5 mile of Whittenton Alternative, along Attleboro Secondary

Printing Date: 2/7/2013
File: \\nabo\dp\projects\10111_00\GIS\project\FEIS\Corps_Berger\EJ_AE_Stoughton_Whittenton_Page2.mxd



Legend

Proposed Alternative

1/2 Mile Radius of Proposed Station Site

Environmental Justice Populations

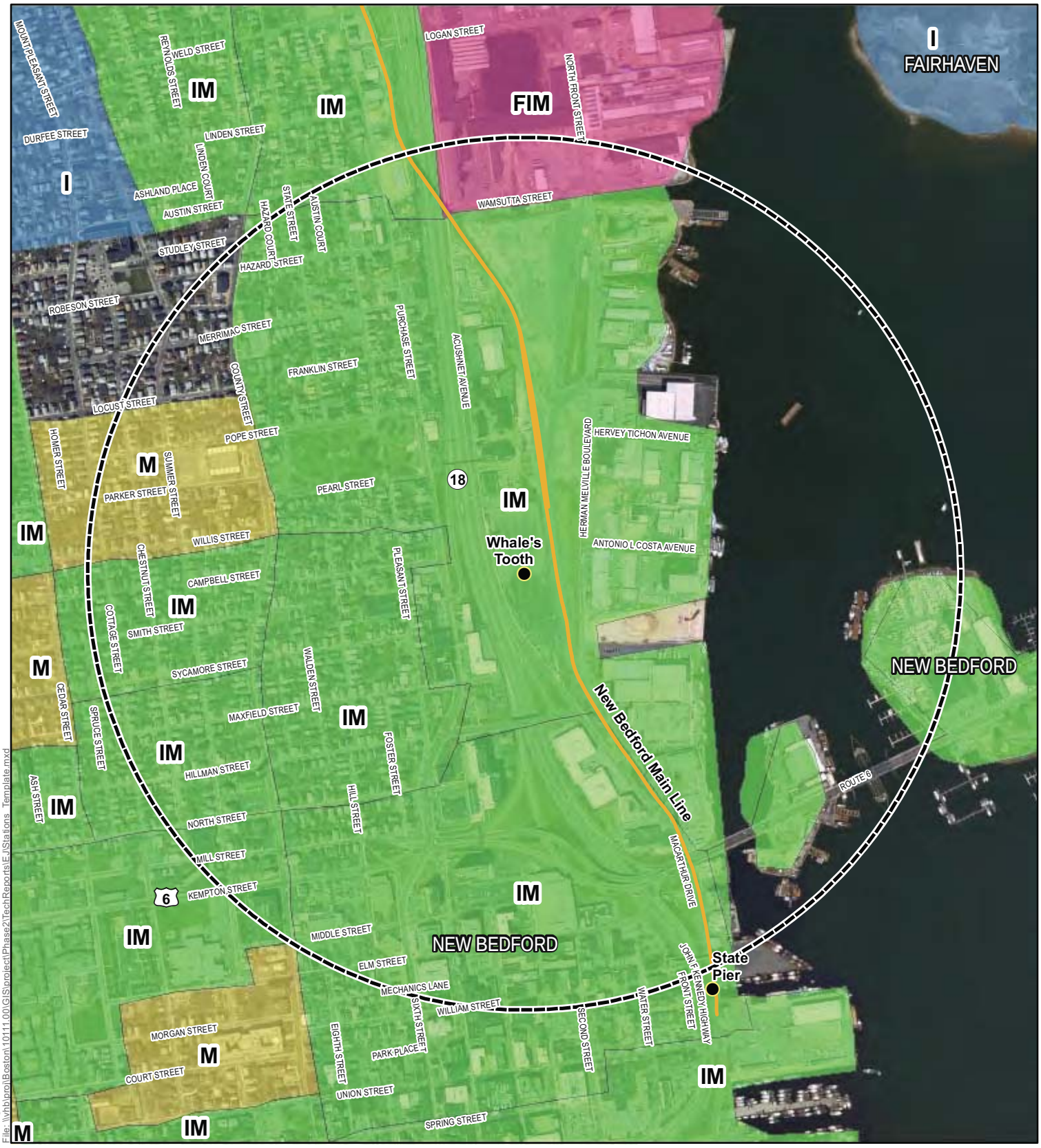
F
FI
FIE
FIM
FIME
FM
FME
I
IE
IM
IME
M
ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

0 200 400 800 Feet

Figure 4.4-5

Environmental Justice Populations within 0.5 mile of King's Highway Station



Printing Date: 12/31/2008
File: \\hb\pro\Boston\10111.00\GIS\project\Phase2\TechReports\EJ\Stations_Template.mxd

Legend

- Proposed Alternative
- 1/2 Mile Radius of Proposed Station Site

Environmental Justice Populations

F	FME
FI	I
FIE	IE
FIM	IM
FIME	IME
FM	M
	ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

0 200 400 800 Feet

Figure 4.4-6

Environmental Justice Populations within 0.5 mile of Whale's Tooth Station



Printing Date: 12/31/2008
File: \\vhb\proj\Boston\10111.00\GIS\project\Phase2\TechReports\EJ\Stations_Template.mxd

Legend

- Proposed Alternative
- 1/2 Mile Radius of Proposed Station Site

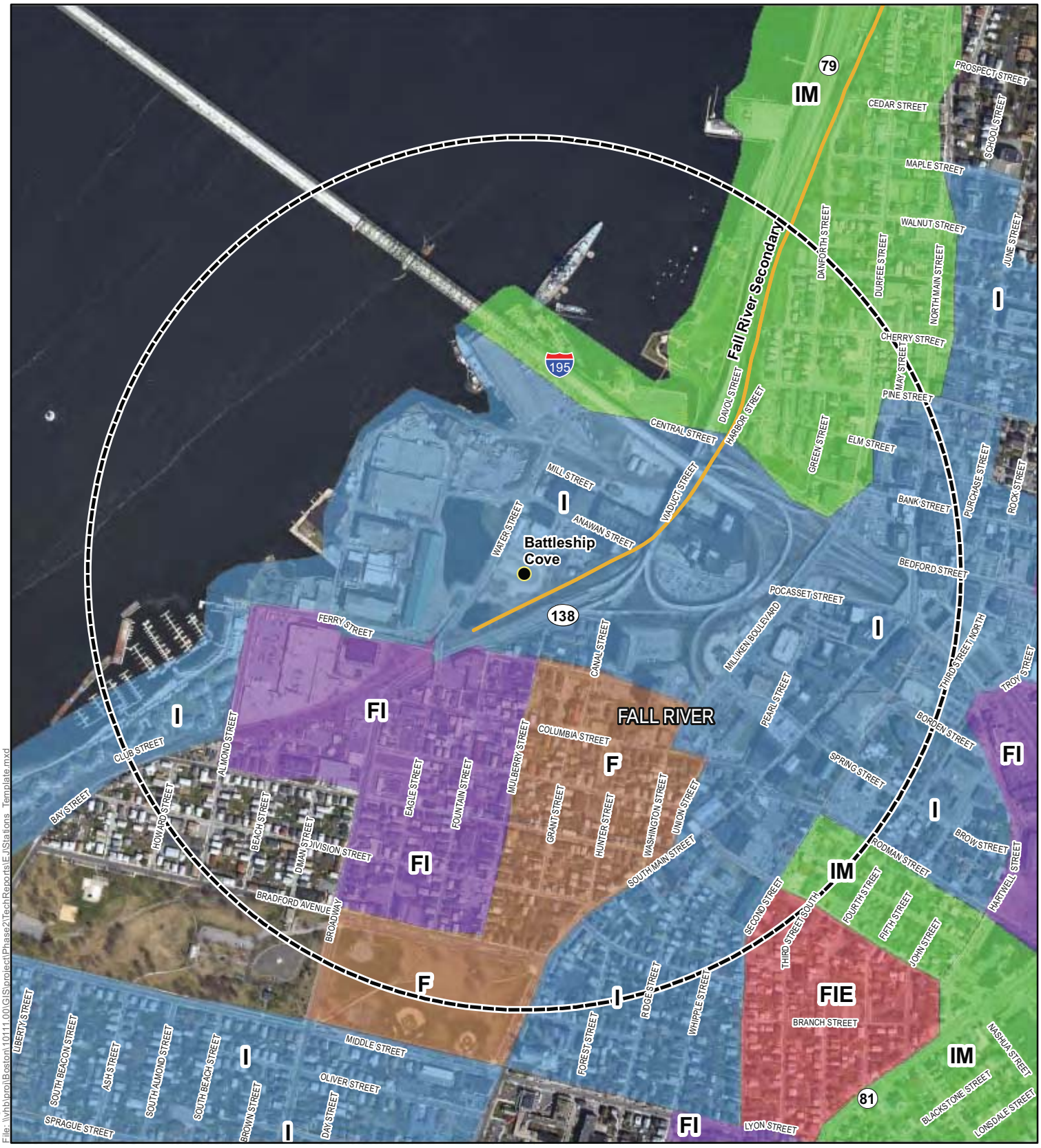
Environmental Justice Populations

F	FME	*F - Meets foreign born criteria*	
FI	I	*I - Meets income criteria*	
FIE	IE	*M - Meets minority criteria*	
FIM	IM	*E - Meets english language fluency criteria*	
FIME	IME		
FM	M		
	ME		

0 200 400 800 Feet

Figure 4.4-7

Environmental Justice Populations within 0.5 mile of Fall River Depot Station



Printing Date: 12/31/2008
File: \\vhb\pro\Boston\10111.00\GIS\project\Phase2\TechReports\EJ\Stations_Template.mxd

Legend

Proposed Alternative

1/2 Mile Radius of Proposed Station Site

Environmental Justice Populations

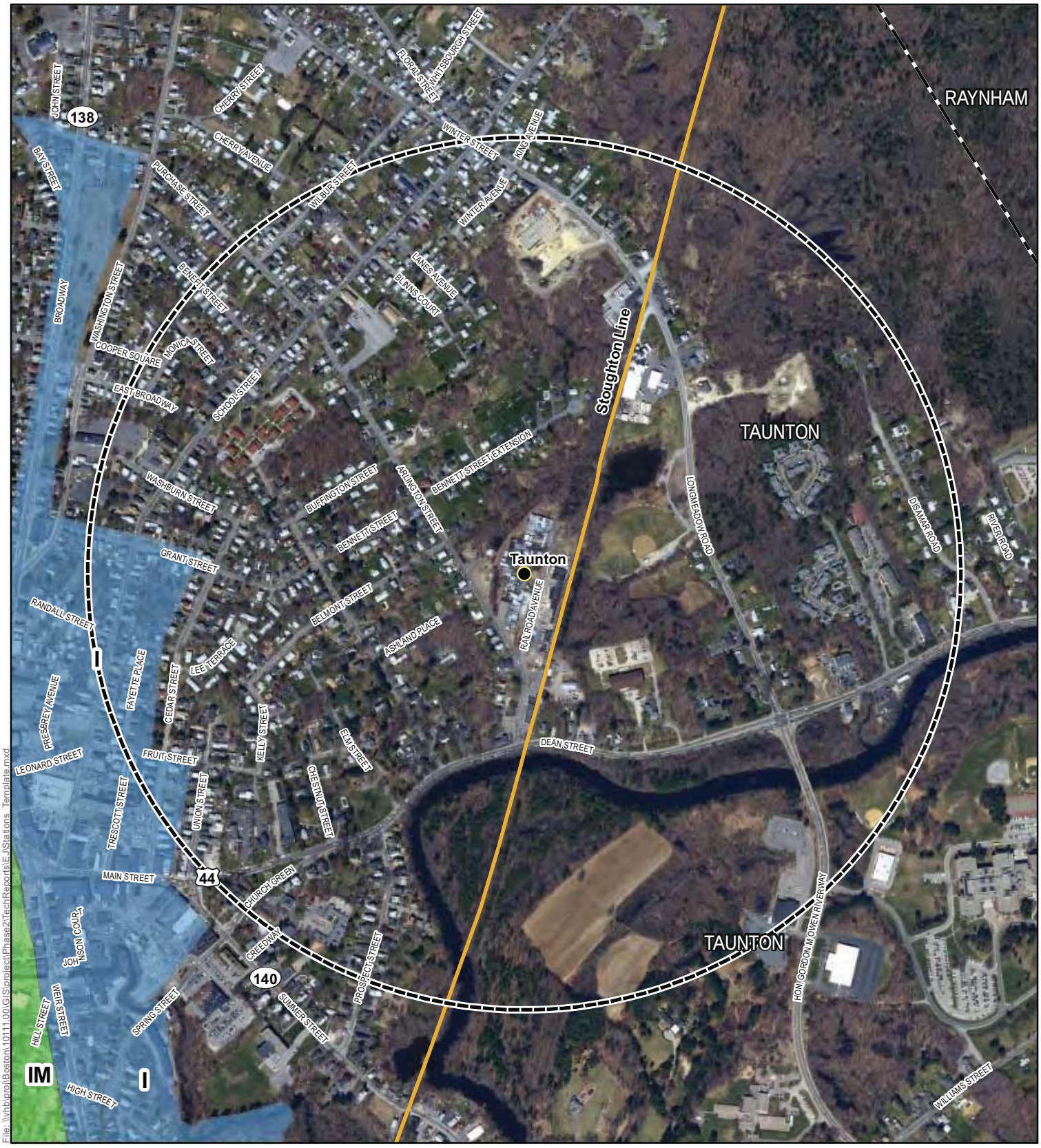
F, FI, FIE, FIM, FIME, FM, FME, I, IE, IM, IME, M, ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

0 200 400 800 Feet

Figure 4.4-8

Environmental Justice Populations within 0.5 mile of Battleship Cove Station



Printing Date: 12/31/2008
File: \\hb\pro\Boston\10111.00\GIS\project\Phase2TechReports\EJ\Stations_Template.mxd

Legend

Proposed Alternative

1/2 Mile Radius of Proposed Station Site

Environmental Justice Populations

F, FI, FIE, FIM, FIME, FM, FME, I, IE, IM, IME, M, ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

0 200 400 800 Feet

Figure 4.4-9

Environmental Justice Populations within 0.5 mile of Taunton Station



Printing Date: 2/6/2013
File: \\mabos\projects\10111.00\GIS\project\FEIS\Comps_Berger\Dana_Station_EJ_Half_Mile.mxd

Legend

Proposed Alternative

1/2 Mile Radius of Proposed Station Site

Environmental Justice Populations

F
FI
FIE
FIM
FIME
FM
FME
I
IE
IM
IME
M
ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

0 200 400 800 Feet

Figure 4.4-10

Environmental Justice Populations within 0.5 mile of Dana Street Station



Printing Date: 12/31/2008
File: \\vhb\proj\Boston\10111.00\GIS\project\Phase2\TechReports\EJ\Stations_Template.mxd

Legend

Proposed Alternative

1/2 Mile Radius of Proposed Layover

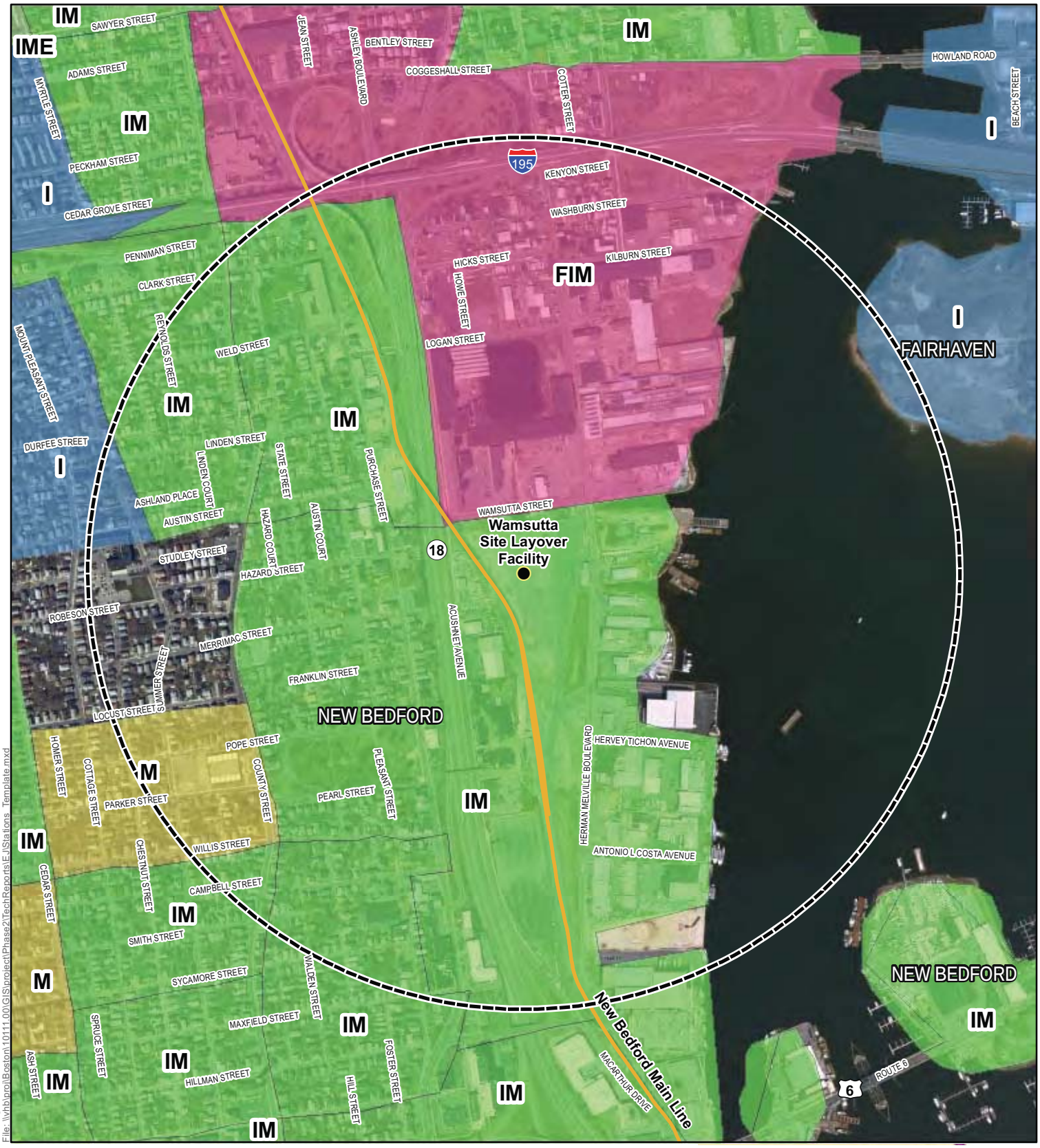
Environmental Justice Populations

F	FME	*F - Meets foreign born criteria*	
FI	I	*I - Meets income criteria*	
FIE	IE	*M - Meets minority criteria*	
FIM	IM	*E - Meets english language fluency criteria*	
FIME	IME		
FM	M		
	ME		

0 200 400 800 Feet

Figure 4.4-11

Environmental Justice Populations within 0.5 mile of Weaver's Cove Sites Layover Facilities



Legend

Proposed Alternative

1/2 Mile Radius of Proposed Layover

Environmental Justice Populations

F, FI, FIE, FIM, FIME, FM, FME, I, IE, IM, IME, M, ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

0 200 400 800 Feet

Figure 4.4-12

Environmental Justice Populations within 0.5 mile of Wamsutta Site Layover Facility

Printing Date: 1/30/2013
File: \\mabos\projects\10111.00\GIS\project\FEIS\Corps_Berger\EJ_Stoughton_Neighborhoods.mxd



Legend

- Proposed Alternative Alignment
- Commuter Rail
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Parking Area
- Platform
- Land Acquisition
- XX-XXX Parcel ID

Environmental Justice Populations

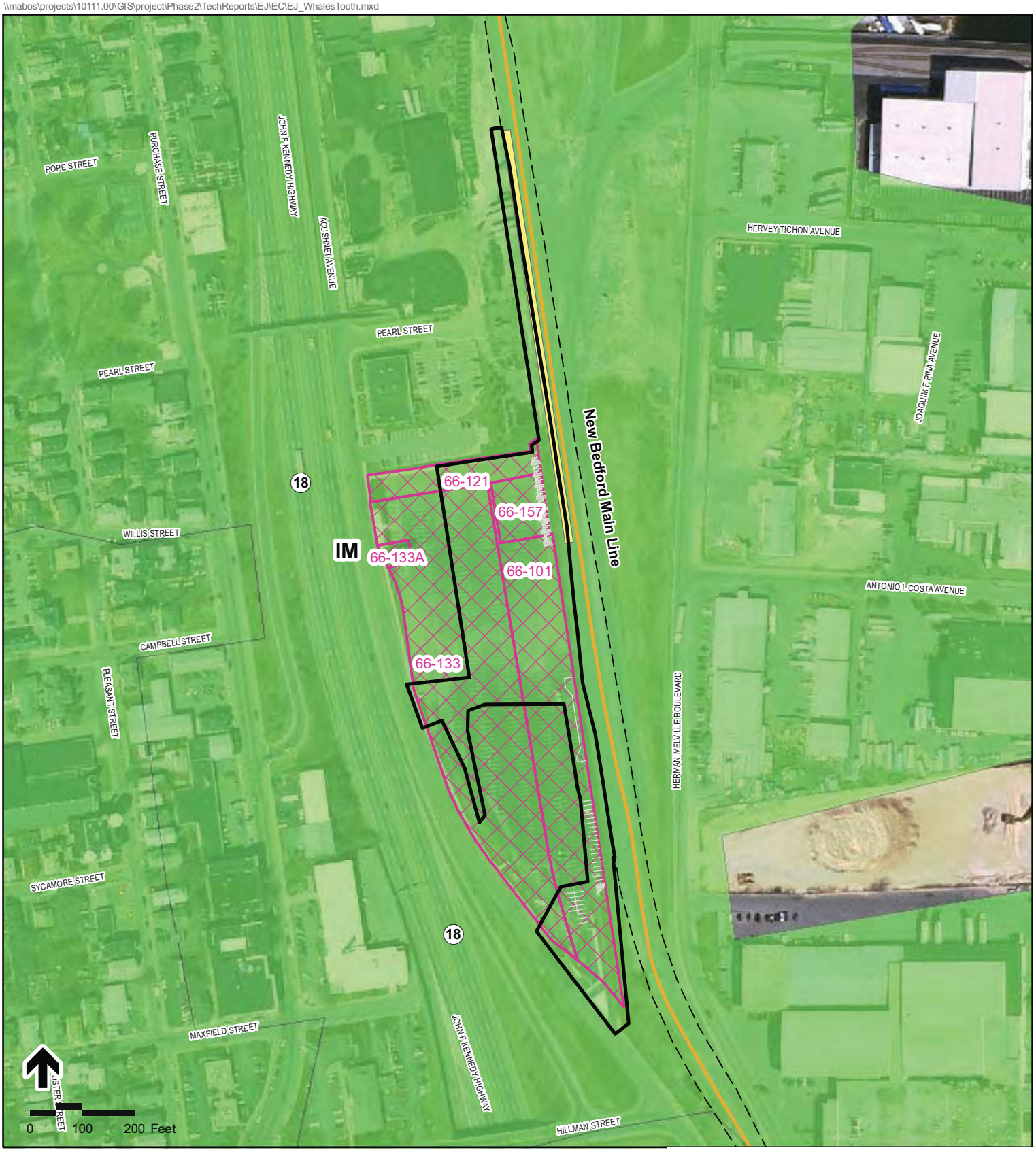
- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Figure 4.4-13

Stoughton Station Environmental Justice Neighborhoods

7/22/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\EJ\EC\EJ_WhalesTooth.mxd



Legend

- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Parking Area
- Platform
- Land Acquisition
- XX-XXX Parcel ID

Environmental Justice Populations

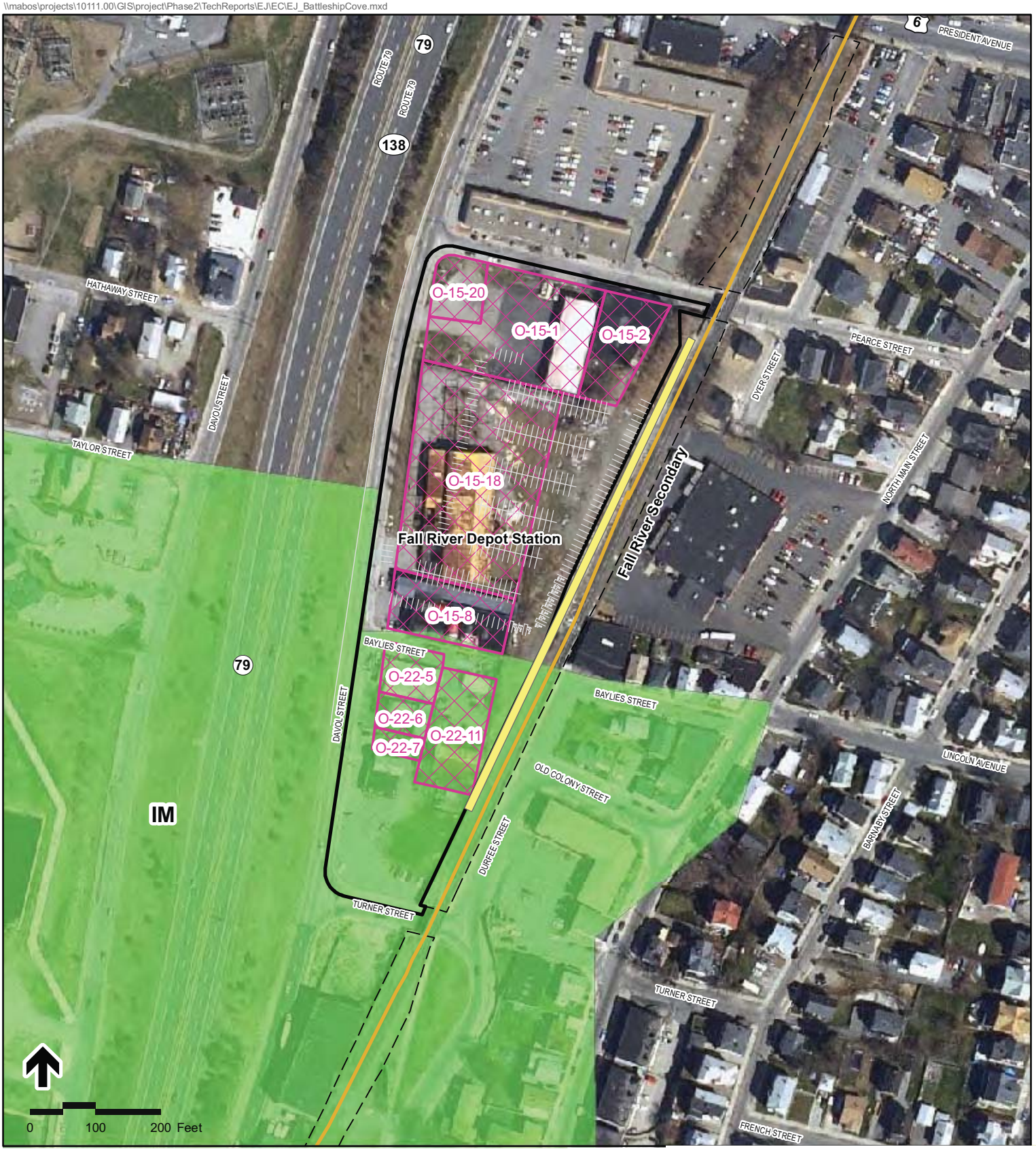
F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Figure 4.4-14

Whale's Tooth Station - Environmental Justice Neighborhoods

7/22/2008
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\EJ\EC\EJ_BattleshipCove.mxd



Legend

- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Parking Area
- Platform
- Land Acquisition
- XX-XXX Parcel ID

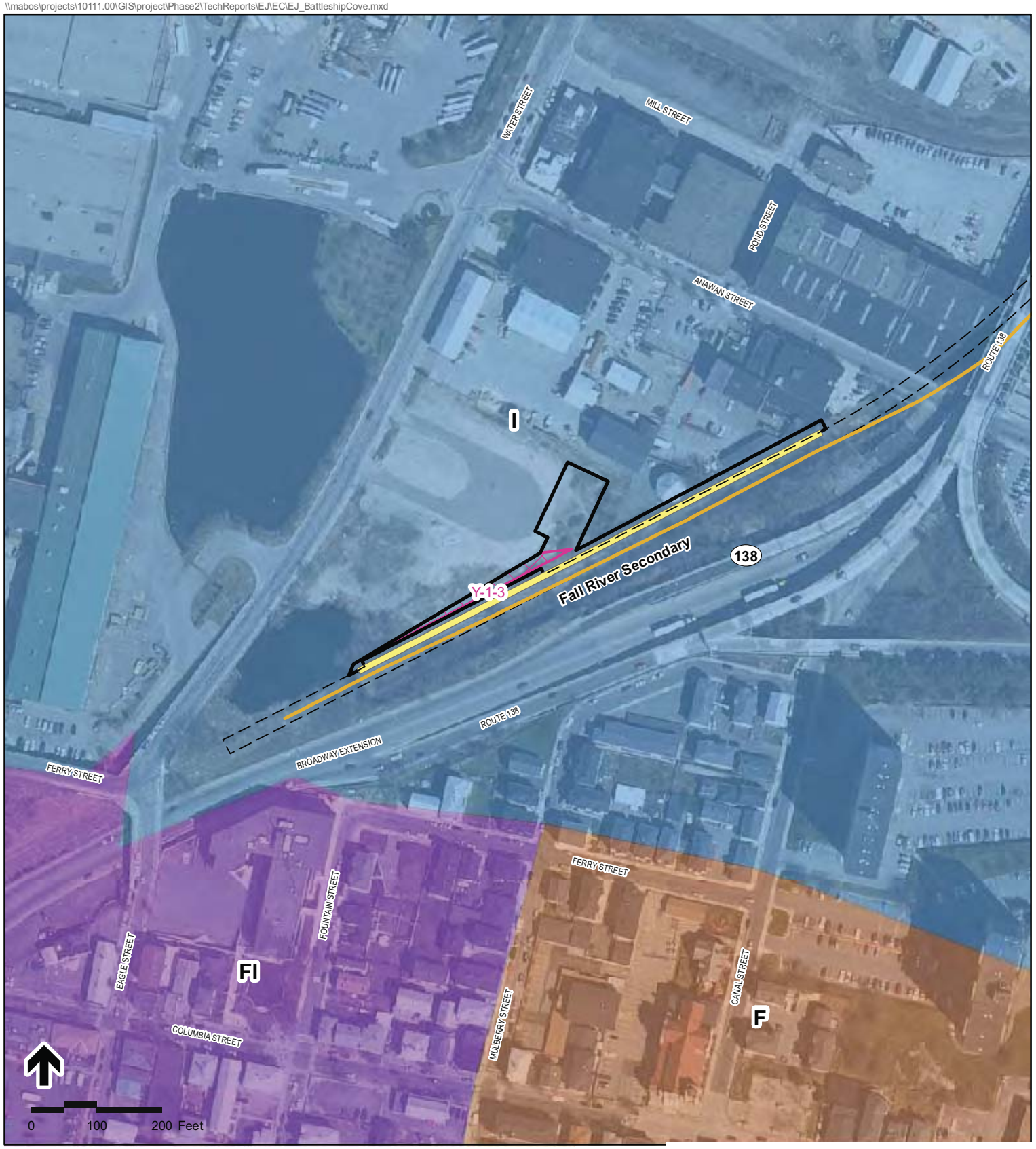
Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Figure 4.4-15

Fall River Depot Station - Environmental Justice Neighborhoods



Legend

- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Parking Area
- Platform
- Land Acquisition
- XX-XXX Parcel ID

Environmental Justice Populations

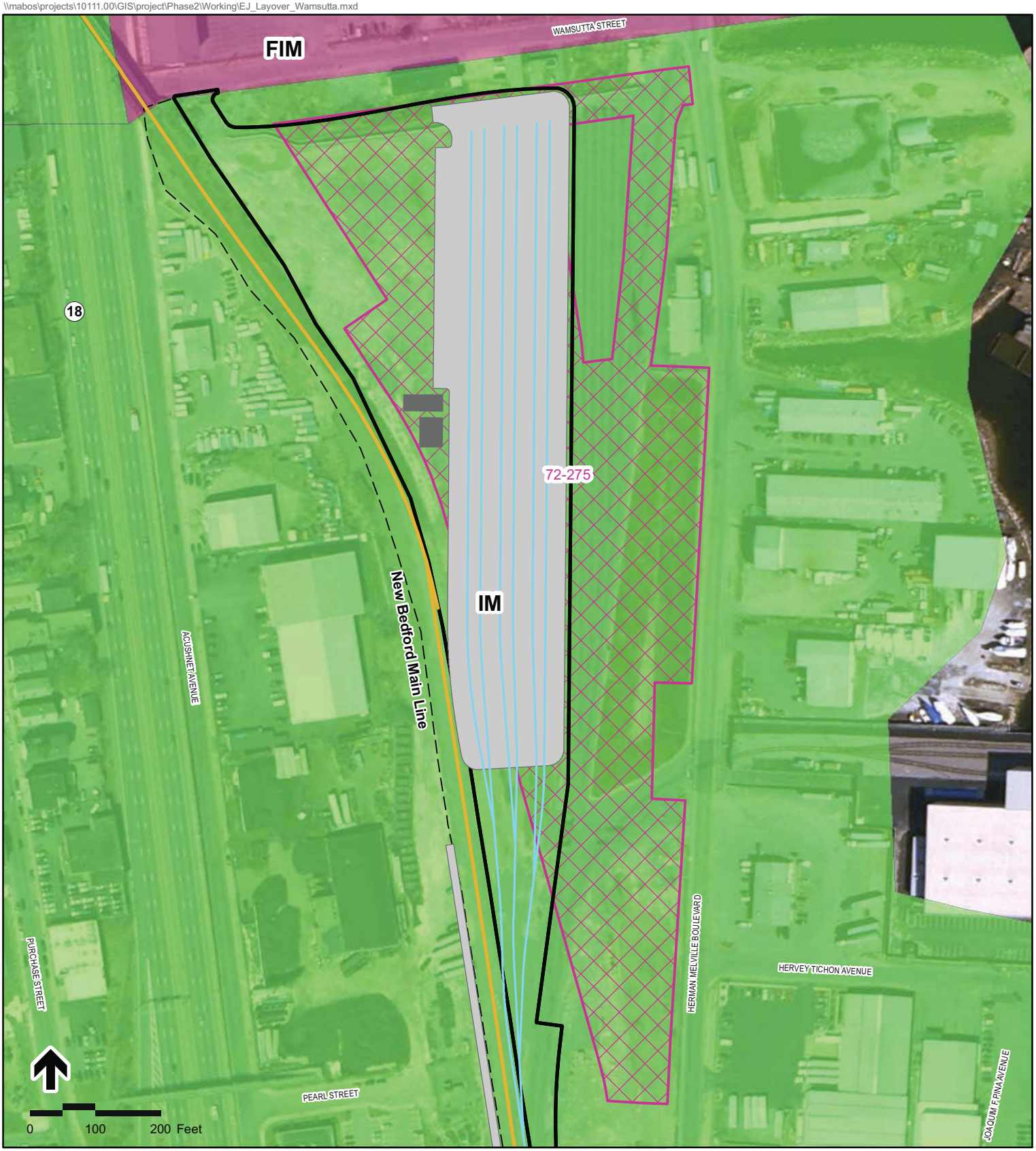
F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Figure 4.4-16

Battleship Cove Station - Environmental Justice Neighborhoods

7/22/2009
\\mabos\projects\10111.00\GIS\project\Phase2\Working\EJ_Layover_Wamsutta.mxd



Legend

- Proposed Alternative Alignment
- Limit of Work for Proposed Layover
- Limit of Permanent Impact for Proposed Rail
- Proposed Pavement
- Proposed Building
- Land Acquisition
- XX-XXX Parcel ID

Environmental Justice Populations

F	I
FI	IE
FIE	IM
FIM	IME
FIME	M
FM	ME
FME	

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Figure 4.4-17

Wamsutta Site Layover Facility - Environmental Justice Neighborhoods





Printing Date: 6/29/2012
File: \\nabosdata\projects\10111.00\GIS\project\FEIS\EJ\FallRiver_Page_4-5.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Environmental Justice Populations

- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Figure 4.4-18a

Environmental Justice Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary



Printing Date: 6/28/2012
File: \\nabosdata\projects\10111.00\GIS\project\FEIS\EJ\FallRiver_Page_4-6.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Environmental Justice Populations

- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

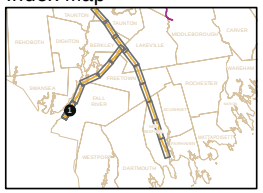


Figure 4.4-18b

Environmental Justice Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary



Printing Date: 6/28/2012
File: \\maboston4\arcproj\projects\10111.00\GIS\projects\FEIS\EJ\FallRiver_Page_4-6a.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Environmental Justice Populations

- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Figure 4.4-18c

Environmental Justice Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary (Detail)



Printing Date: 6/28/2012
File: \\maboscd\data\projects\10111.00\GIS\projects\FEIS\EJ\FallRiver_Page_44b.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

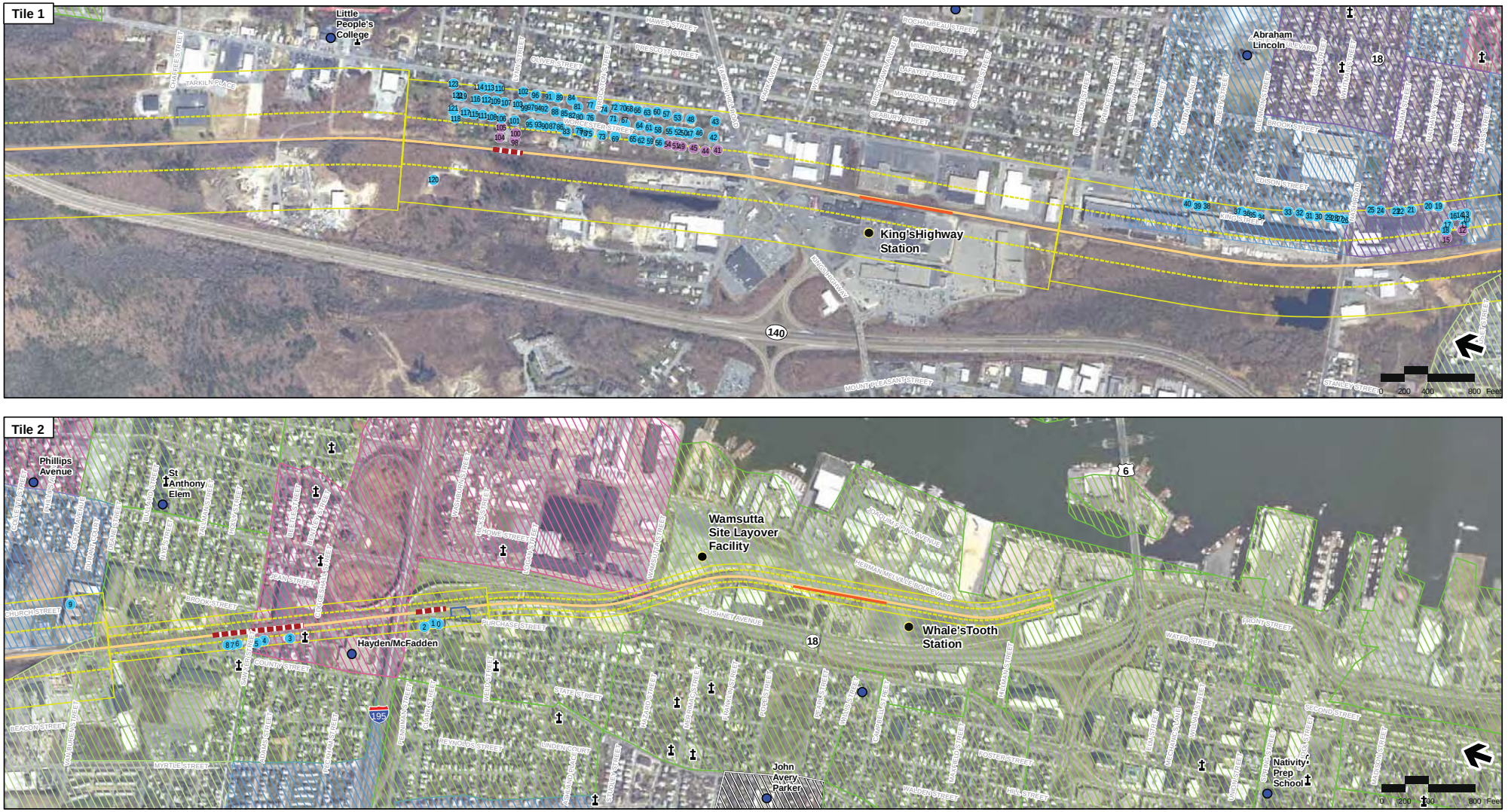
Environmental Justice Populations

- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Figure 4.4-18d

Environmental Justice Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary (Detail)



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Environmental Justice Populations

- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

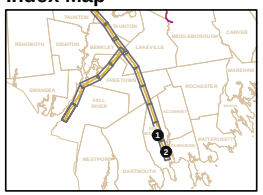


Figure 4.4-19

Environmental Justice Noise Impacts and Mitigation and Vibration Mitigation New Bedford Main Line





Printing Date: 6/28/2012
File: \\nabosdata\projects\10111.00\GIS\projects\FEIS\EJ\Stoughton_Page_4-1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Environmental Justice Populations

- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

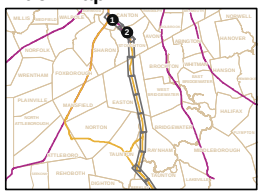
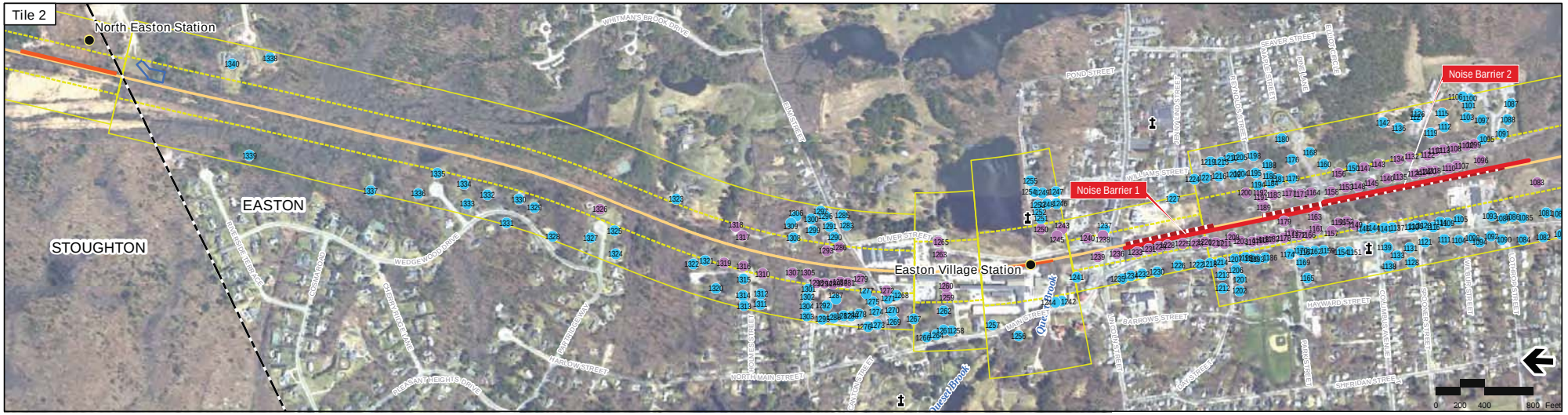


Figure 4.4-20a

Environmental Justice Noise Impacts and Mitigation and Vibration Mitigation
Stoughton Line





Printing Date: 6/29/2012
File: \\nabosdata\projects\10111.00\GIS\projects\FEIS\EJ\Stoughton_Page_4-2.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Environmental Justice Populations

- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

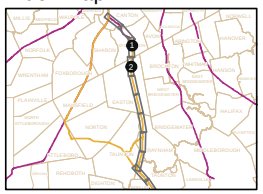
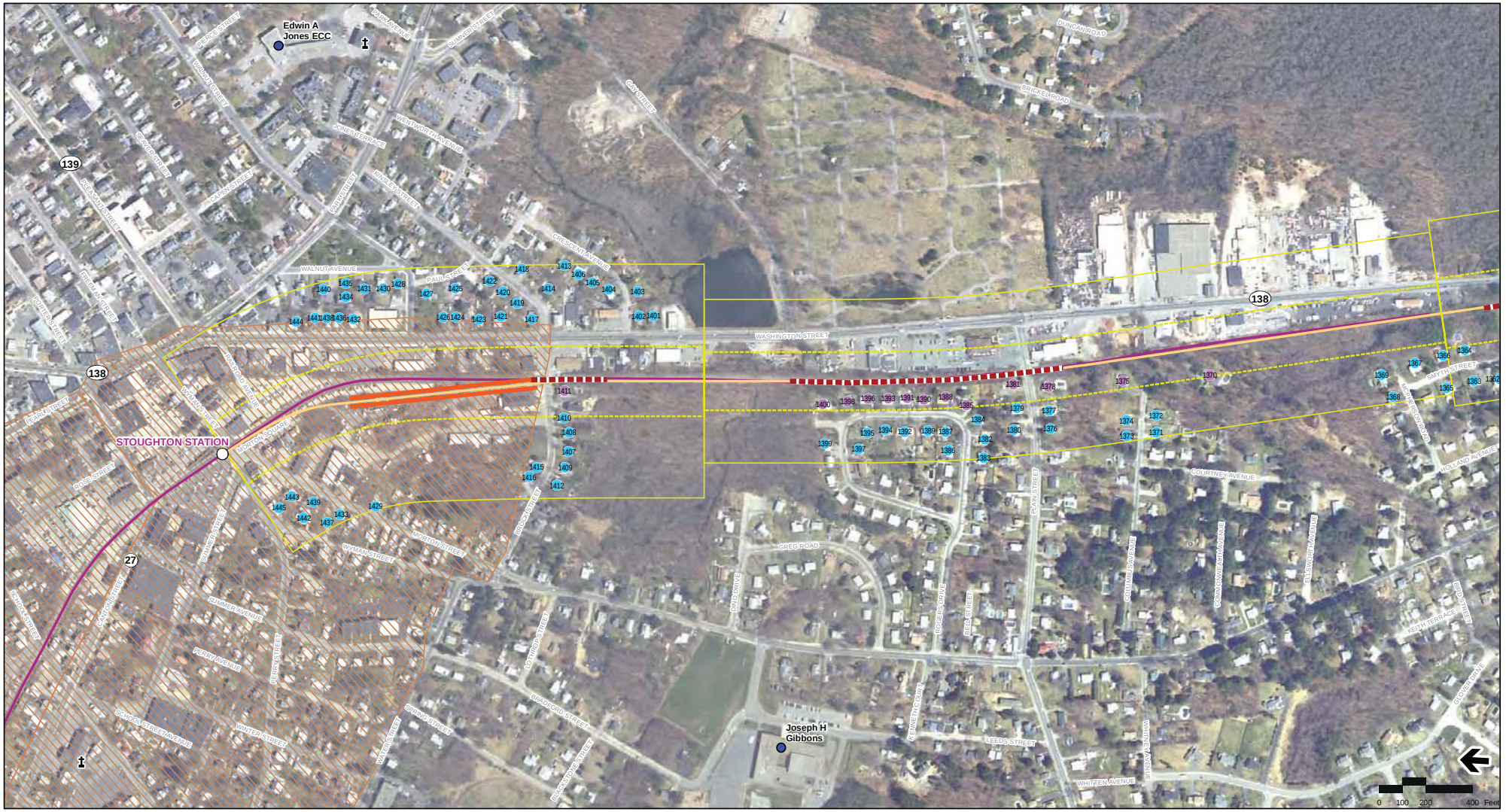


Figure 4.4-20b

Environmental Justice Noise Impacts and Mitigation and Vibration Mitigation Stoughton Line



Printing Date: 6/28/2012
File: \\nabosdata\projects\10111.00\GIS\project\FEIS\EJA\Noise_Stoughton_4-2a.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Environmental Justice Populations

- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

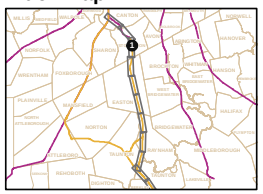
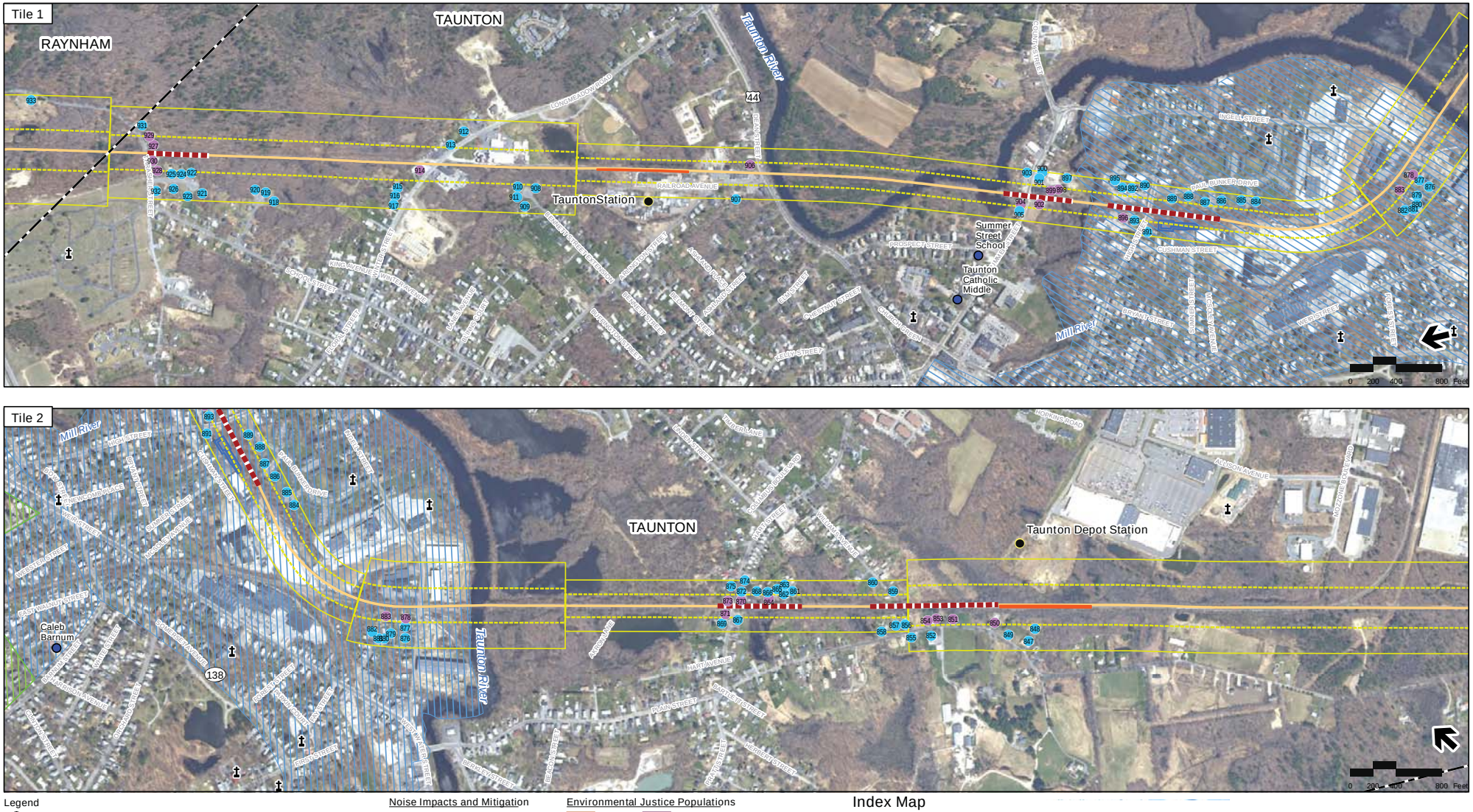


Figure 4.4-20c

Environmental Justice Noise Impacts and Mitigation and Vibration Mitigation Stoughton Line (Detail)



Printing Date: 6/29/2012
File: \\nabosdata\projects\10111.00\GIS\projects\FEIS\EJ\Stoughton_Page_4-3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Environmental Justice Populations

- F
- FI
- FIE
- FIM
- FIME
- FM
- FME
- I
- IE
- IM
- IME
- M
- ME

F - Meets foreign born criteria
I - Meets income criteria
M - Meets minority criteria
E - Meets english language fluency criteria

Index Map

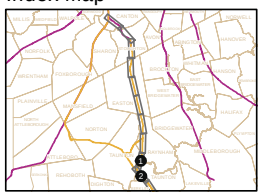


Figure 4.4-20d

Environmental Justice Noise Impacts and Mitigation and Vibration Mitigation Stoughton Line





Printing Date: 1/13/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Malbone St ROW.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-1

Malbone Street ROW
Visual Analysis





Printing Date: 1/13/2009
File: \\Maboslprojects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Sam Barnett ROW.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-2

Samuel Barnet Boulevard
ROW Visual Analysis









Printing Date: 1/13/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_kings highway2.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-3

King's Highway and Tarkiln Hill Road Grade Crossing Visual Analysis





Printing Date: 1/13/2009
File: \\Mabos\projects\10111 .00\GIS\project\Phase2\TechReports\VisualResources\Stations_NROW near Freetown.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-4

Beechwood Road
ROW Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_West towards Smyth St ROW.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-5

View of ROW from Route 138
Visual Analysis







Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Fish and game.mxd

Legend

- Proposed Station
- Proposed Alternative
- Photo Location

0 200 400 800 Feet

Figure 4.5-6

Morton St. ROW and Stoughton Fish & Game Club Driveway Visual Analysis







Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Easton Village bridge.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-7

Easton Village Overpass and ROW Visual Analysis







Printing Date: 3/13/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Foundry St Grade.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-8

Foundry Street Grade Crossing
Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Bridge St ROW.mxd

Legend

- Proposed Station
- Proposed Alternative
- Photo Location

0 200 400 800 Feet

Figure 4.5-9

Bridge Street ROW
Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Carver St ROW.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-10

Carver Street ROW
Visual Analysis









Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_grade at post.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-11

Route 138 Grade Crossing
near Post Office Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_king philip st grade crossingt.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-12

King Phillip Street East of Route 138
Visual Analysis





Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-13

East Brittania Street Grade Crossing
Visual Analysis







Printing Date: 3/18/2009
File: \\Wabo\projects\10111.00\GIS\project\Phase2\Tech\Reports\VisualResources\Stations_Taunton.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-14

Thrasher Street ROW and Grade Crossing Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2TechReports\VisualResources\Stations_grade at post.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-15

Taunton River Bridges from Summer Street Visual Analysis





Printing Date: 3/18/2009
File: \\Wabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Ingell toward Taunton Bridge.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-16

Taunton River Bridge from Ingell Street Visual Analysis







Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_King Phil W of 138.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-17

King Phillip Street West of Route 138
Visual Analysis









Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Bay St Bridge.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-18

Bay Street Bridge Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\Visual\Resources\Stations_Warren St.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-19

Whittenton ROW and Warren Street Grade Crossing Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_E Taunton N.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-20

Taunton Depot Station
Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_kings highway.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-21

King's Highway Station
Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Whales tooth.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-22

Whale's Tooth Station
Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Freetown.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-23

Freetown Station
Visual Analysis







Printing Date: 3/18/2008
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\Stations_FallRiver.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-24

Fall River Depot Station
Visual Analysis





Printing Date: 1/13/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2TechReports\VisualResources\Stations_Battleshipcove.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-25

Battleship Cove Station
Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_North Easton.mxd

Legend

- Proposed Station
- Proposed Alternative
- Photo Location

0 200 400 800 Feet

Figure 4.5-26

North Easton Station
Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Easton Village.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-27

Easton Village Station
Visual Analysis





Printing Date: 3/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Raynham Park.mxd

Legend

Proposed Station

Proposed Alternative

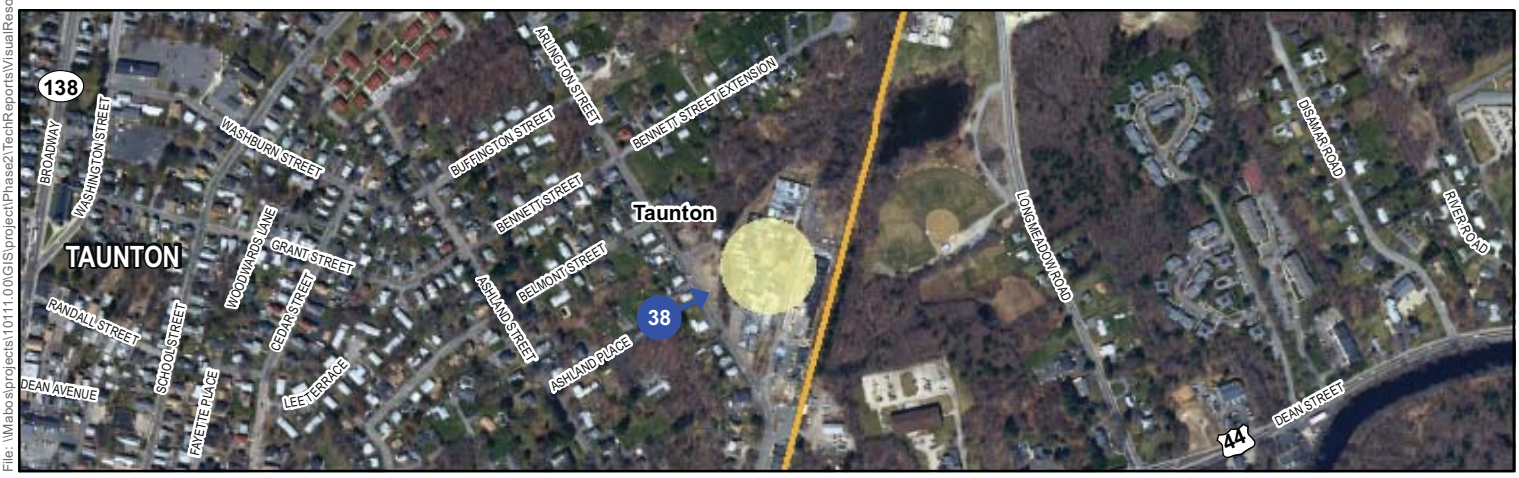
Photo Location

0 200 400 800 Feet

Figure 4.5-28

Raynham Park Station
Visual Analysis





Printing Date: 1/13/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\Stations_Taunton.mxd

Legend

Proposed Station

Proposed Alternative

Photo Location

0 200 400 800 Feet

Figure 4.5-29

Taunton Station (Dean Street)
Visual Analysis



Printing Date: 4/23/2009
File:\\mabos\projects\10111.00\GIS\project\Phase2\Working\typicalgradecrossing.mxd

Figure 4.5-30

Typical Modern At-Grade Crossing

\\MABOSDATA\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Figure x-x_TractionPower_OCS.dwg Printing Date: 11/6/2012 11:02 AM

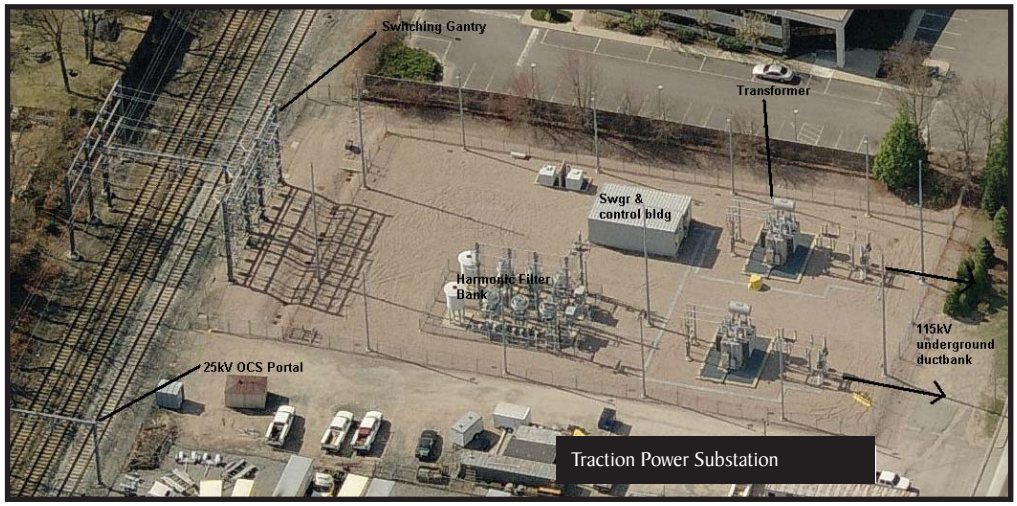


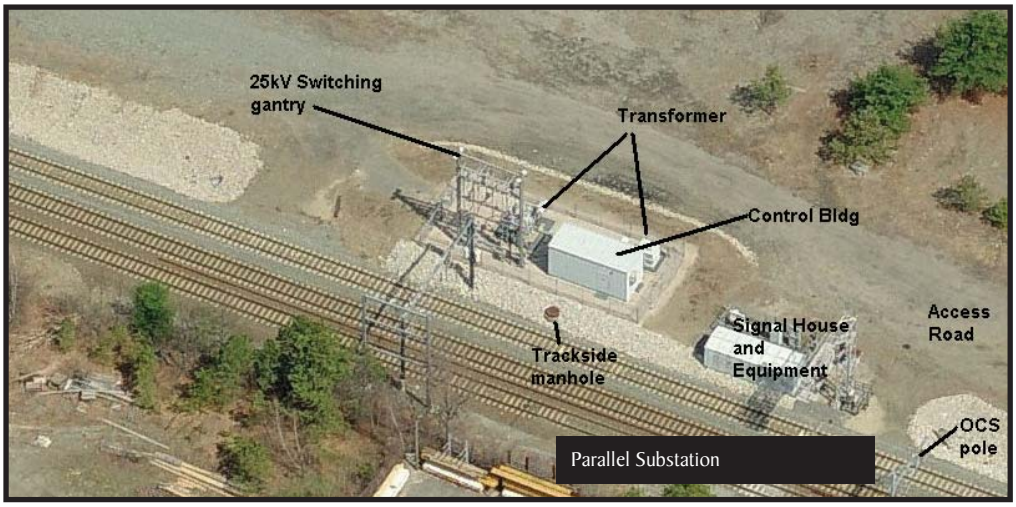


Figure 4.5-31

Typical Overhead
Contact Systems

\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\EC\Pictures.indd p2 File modified: 06/22/09





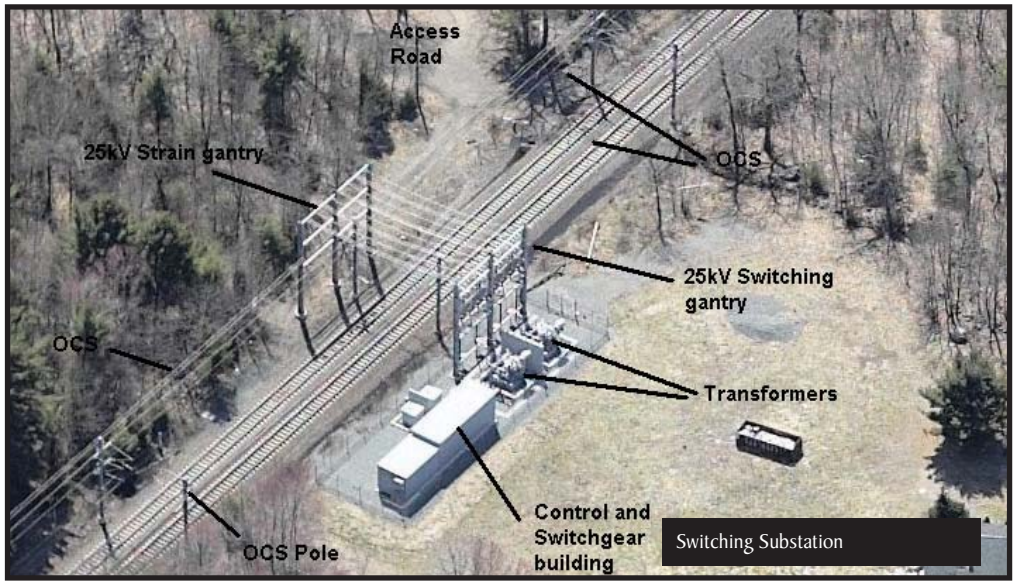
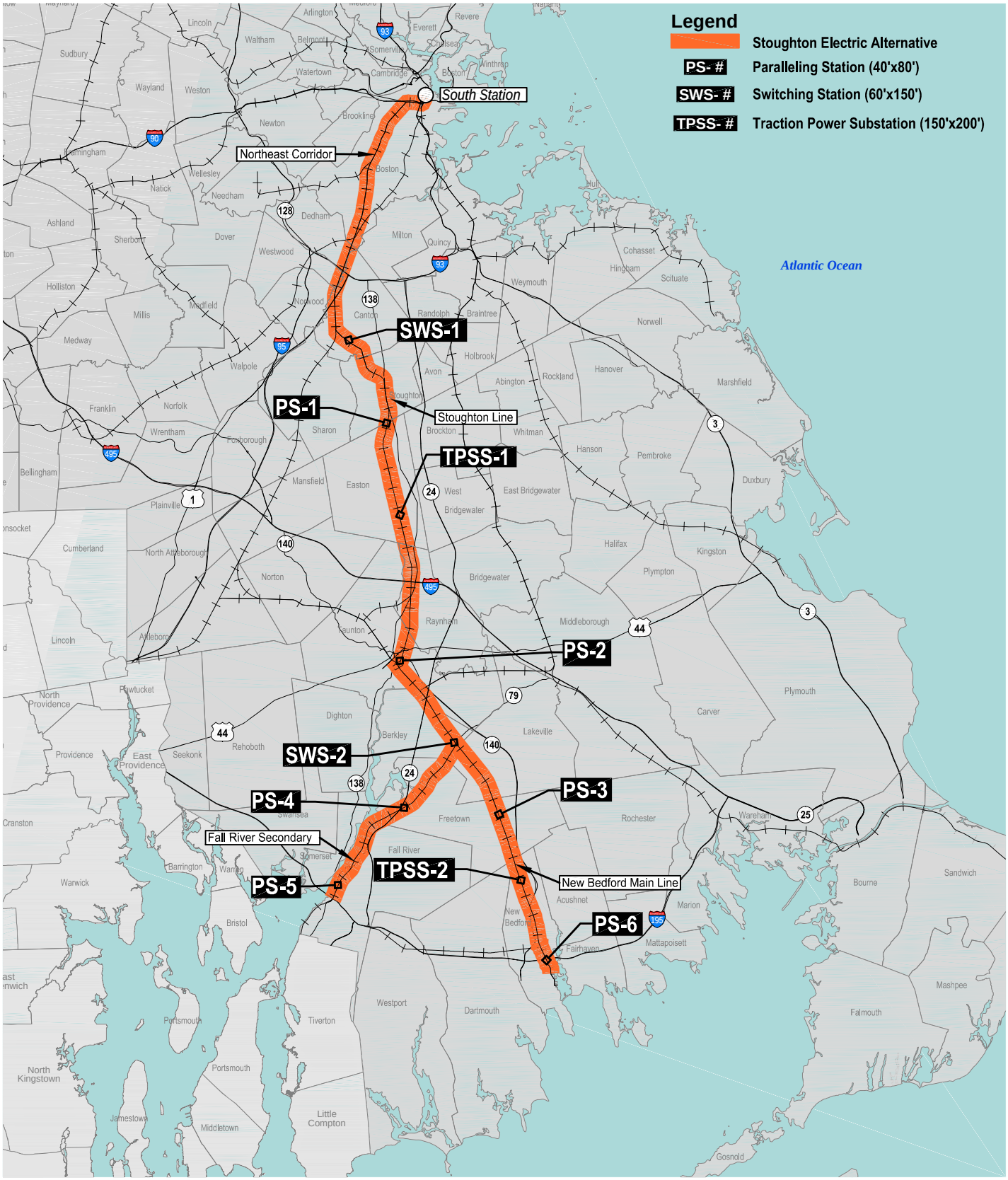


Figure 4.5-32

Typical Traction Power Systems



\\MABOSDATA\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Traction_Power_Stoughton_Stoughton-Whittenton.dwg Printing Date: 11/6/2012 11:42 AM

Figure 4.5-33

Stoughton Electric Alternative
Traction Power System



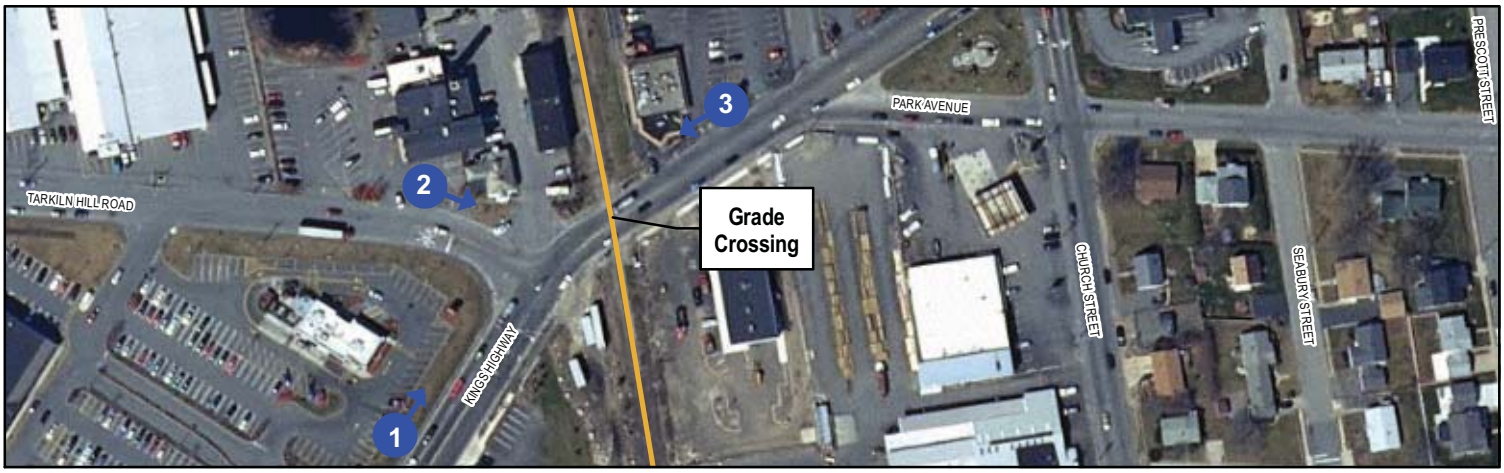
Photo 1: Facing Northeast



Photo 2: Facing East



Photo 3: Facing Southwest



Printing Date: 6/18/2009
File: \\vhb\proj\Boston\10111.00\GIS\project\Phase2\TechReports\VisualResources\EC\Proposed Tarkiln Hill Road Grade-Separated Crossing.mxd

Legend

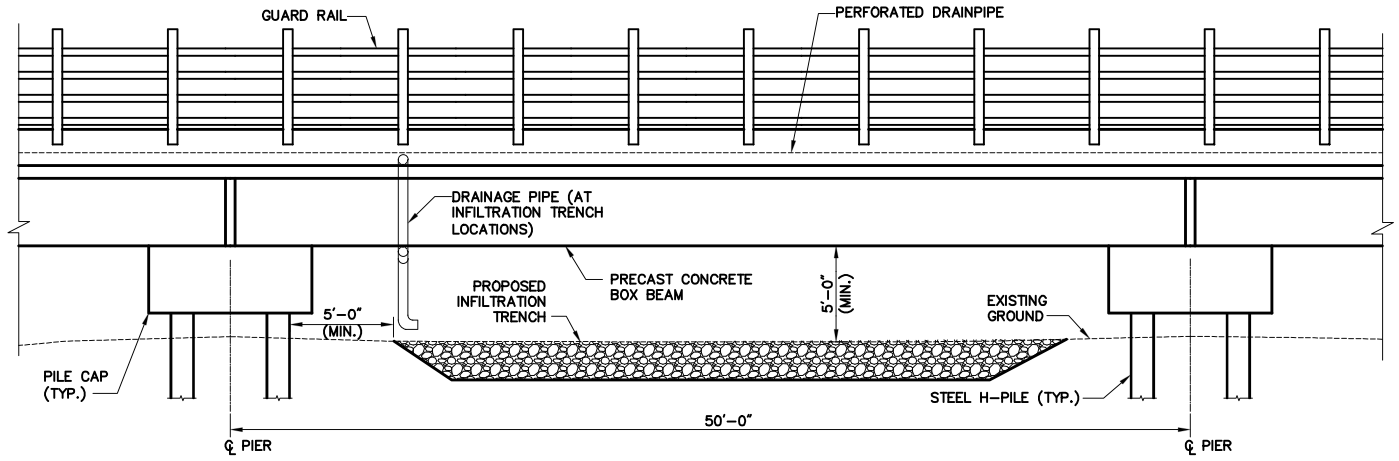
Proposed Alternative

Photo Location

0 100 200 Feet

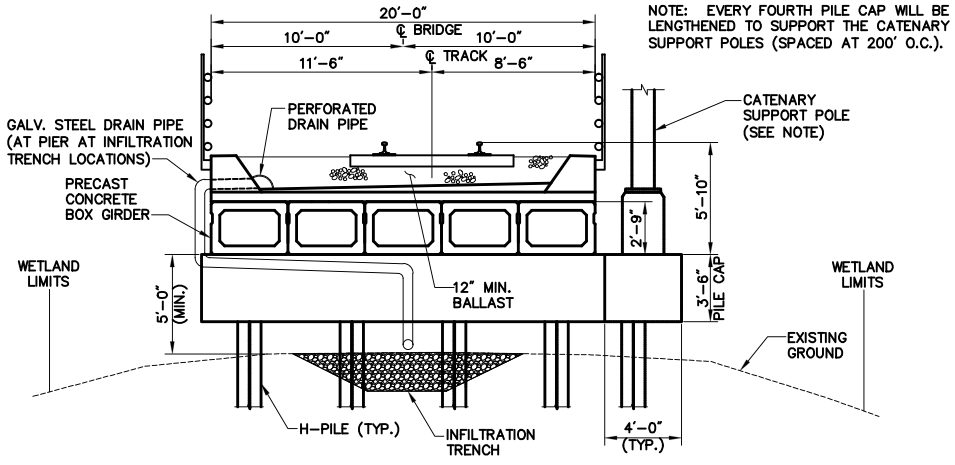
Figure 4.5-34

Proposed Tarkiln Hill Road
At-Grade Crossing



ELEVATION

SCALE: NTS



BALLAST DECK

CROSS-SECTION AT PILES

SCALE: NTS

\\MABOSDATA\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Figure 4-x_Hock_Alt_Typ_XS.dwg Printing Date: 11/6/2012 10:38 AM

Figure 4.5-35

Trestle Through Hockomock Swamp



Printing Date: 4/23/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\Working\typicalabovegradecrossing_oldcolony.mxd

Figure 4.5-36

Typical Grade-Separated Crossing, Above Grade



Photo 1: Facing North



Photo 1: Facing South



Printing Date: 5/6/2009
File: \\vhb\proj\Boston\10111.00\GIS\project\Phase2\TechReports\VisualResources\EC\Proposed Route 138 Grade-Separated Crossing.mxd

Legend

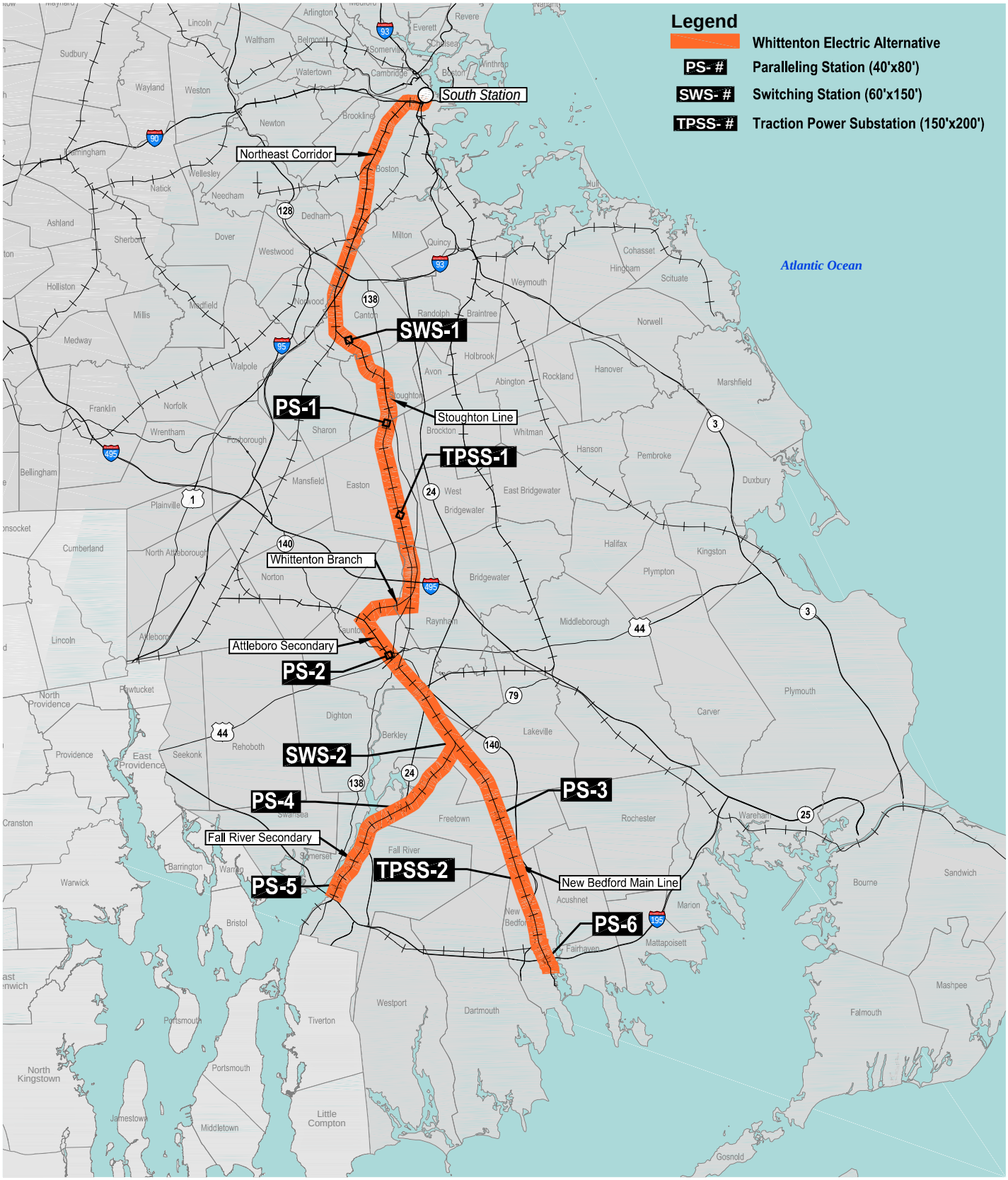
Proposed Alternative

Photo Location

0 250 500 Feet

Figure 4.5-37

Proposed Route 138 Grade-Separated Crossing



\\MABOSDATA\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Traction_Power_Stoughton_Stoughton-Whittenton.dwg Printing Date: 11/6/2012 11:40 AM

Figure 4.5-38

Whittenton Electric Alternative
Traction Power System



Figure 4.5-39

Side Platform Style Station

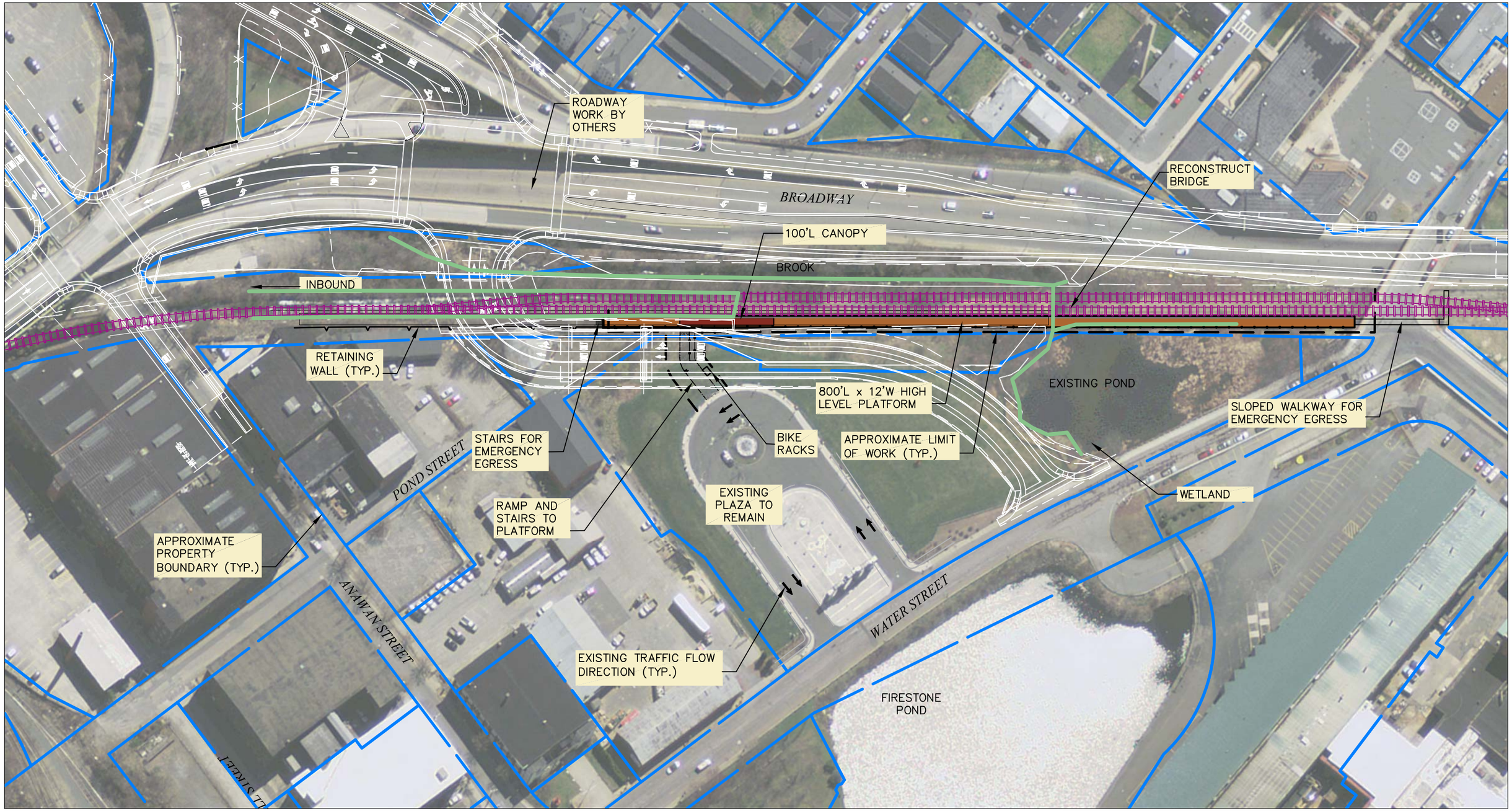
Printing Date: 6/22/2009
File: \\mabos\projects\10111 00\GIS\project\Phase2\TechReports\Visual\Resources\EC\typicalcenterplatformstation.mxd



Figure 4.5-40

Center Platform Style Station

Printing Date: 6/22/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\VisualResources\EC\typicalcenterplatformstation.mxd



0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	0
ACCESSIBLE SPACES	0
TOTAL SPACES	0

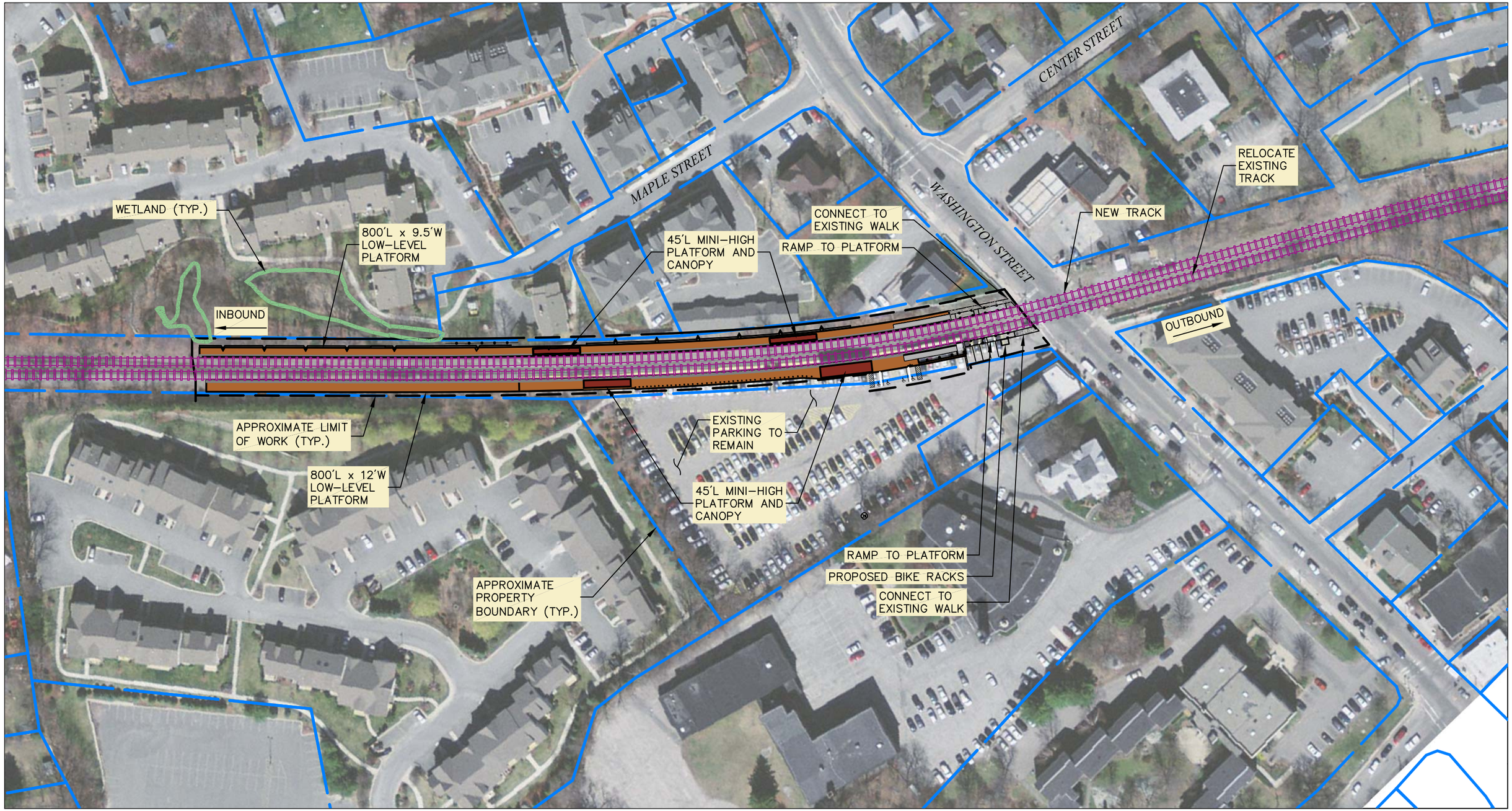
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 4.5-41

Battleship Cove Station
Conceptual Station Design

\\WABOSDATA\projects\101111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\1011132_BattleshipCove.dwg Printing Date: 11/7/2012 2:11 PM



\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111132_Canton_Center.dwg Printing Date: 11/7/2012 1:29 PM

0 50 100 Feet

Parking Summary Chart

EXISTING SPACES	210
EXISTING SPACES LOST	0
PROPOSED TOTAL SPACES	210

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*
- *Wetlands*

Figure 4.5-42

Canton Center Station
Proposed Reconstruction

\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111PR_DanaStreetWhitenton_Station.dwg Printing Date: 11/7/2012 2:52 PM

6' WIDE SIDEWALK

DANA STREET

PERRY AVENUE

ADA PARKING

STORMWATER MANAGEMENT AREA

STAIRS FOR EMERGENCY EGRESS (TYP.)

PICK UP/DROP OFF AREA

BIKE RACK

OUTBOUND

INBOUND

RAMP AND STAIRS TO PLATFORM

200'L CANOPY

800'L x 16'W HIGH LEVEL PLATFORM

DANFORTH STREET

HORTON STREET

STANLEY AVENUE

GROSVENOR STREET

PINCKNEY STREET

0 60 120 Feet

Parking Summary Chart

STANDARD SPACES	468
ACCESSIBLE SPACES	9
TOTAL SPACES	477

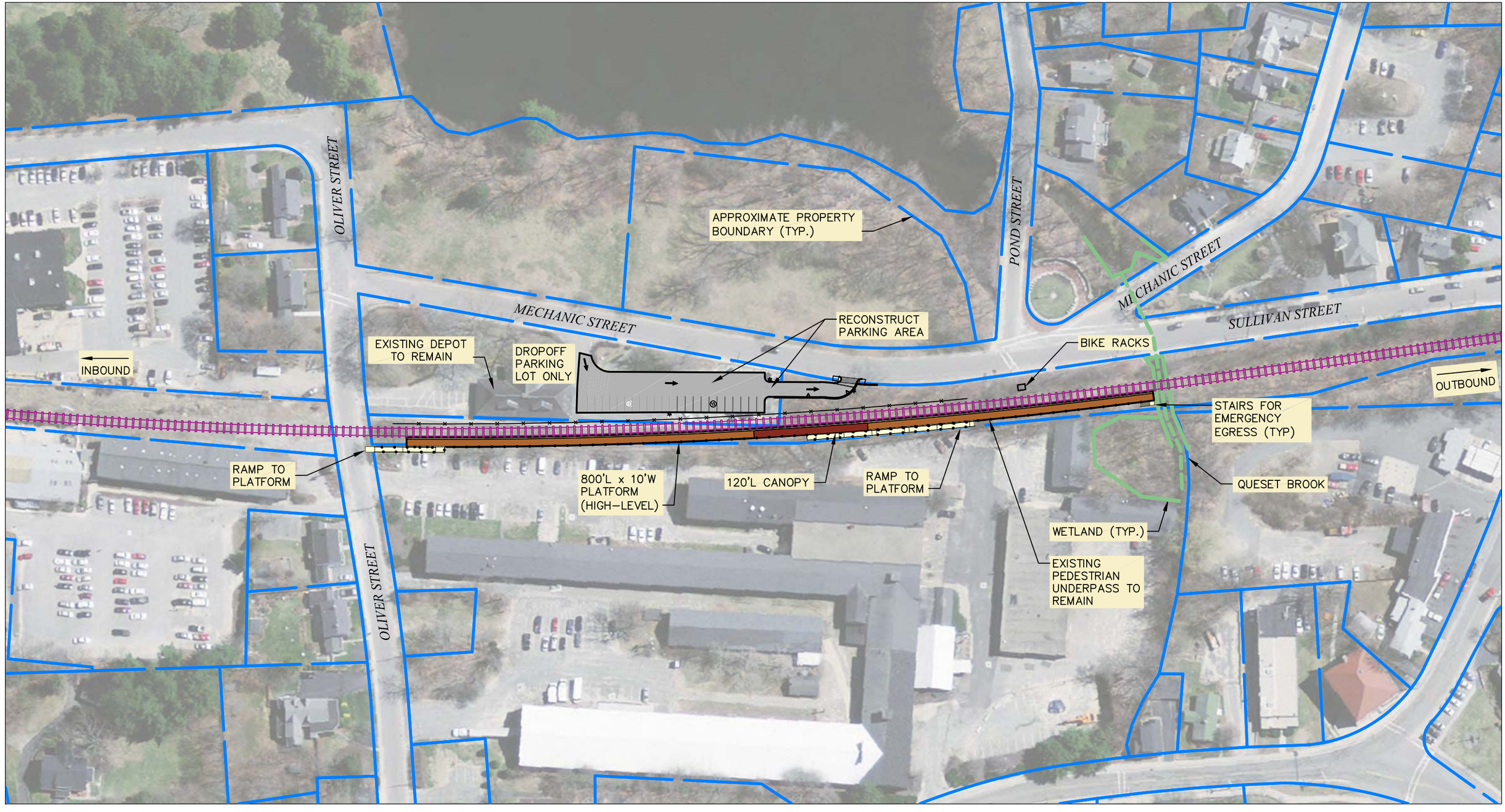
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property

Figure 4.5-43

Dana Street Station

Conceptual Station Design



\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_EastonVillage.dwg Printing Date: 11/7/2012 1:42 PM

0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	0
ACCESSIBLE SPACES	0
TOTAL SPACES	12

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 4.5-44

Easton Village Station
Conceptual Station Design

\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_FallRiverDepot.dwg Printing Date: 11/7/2012 2:09 PM

WIDEN PEARCE STREET BRIDGE

INBOUND

800'L x 12'W HIGH LEVEL PLATFORM

120'L CANOPY

TRANSITIONAL PLAZA (AT PLATFORM ELEVATION)

PROPOSED BIKE RACK

WIDEN TURNER STREET BRIDGE

DURFEE STREET

OUTBOUND

BUS DROPOFF ONLY

MATCH TRACK LIMITS OF WORK (TYP.)

TURNER STREET

BUS DROP OFF ONLY

RAMP BETWEEN LEVELS

EXISTING BUILDINGS TO BE DEMOLISHED

PEARCE STREET

DROPOFF SPACES

APPROXIMATE LIMIT OF WORK (TYP.)

PROPOSED 6' WIDE SIDEWALKS

EXISTING BUILDINGS TO BE DEMOLISHED

EDGE OF DECK OVERHEAD (SEE INSET)

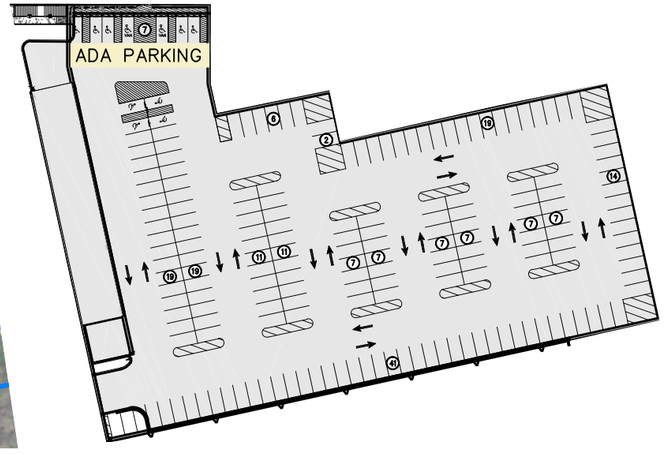
DAVOL STREET

ROUTE 79

DAVOL STREET

PROPOSED 6' WIDE SIDEWALK

ADA PARKING



PARKING GARAGE SECOND FLOOR

0 50 100 Feet

Parking Summary Chart

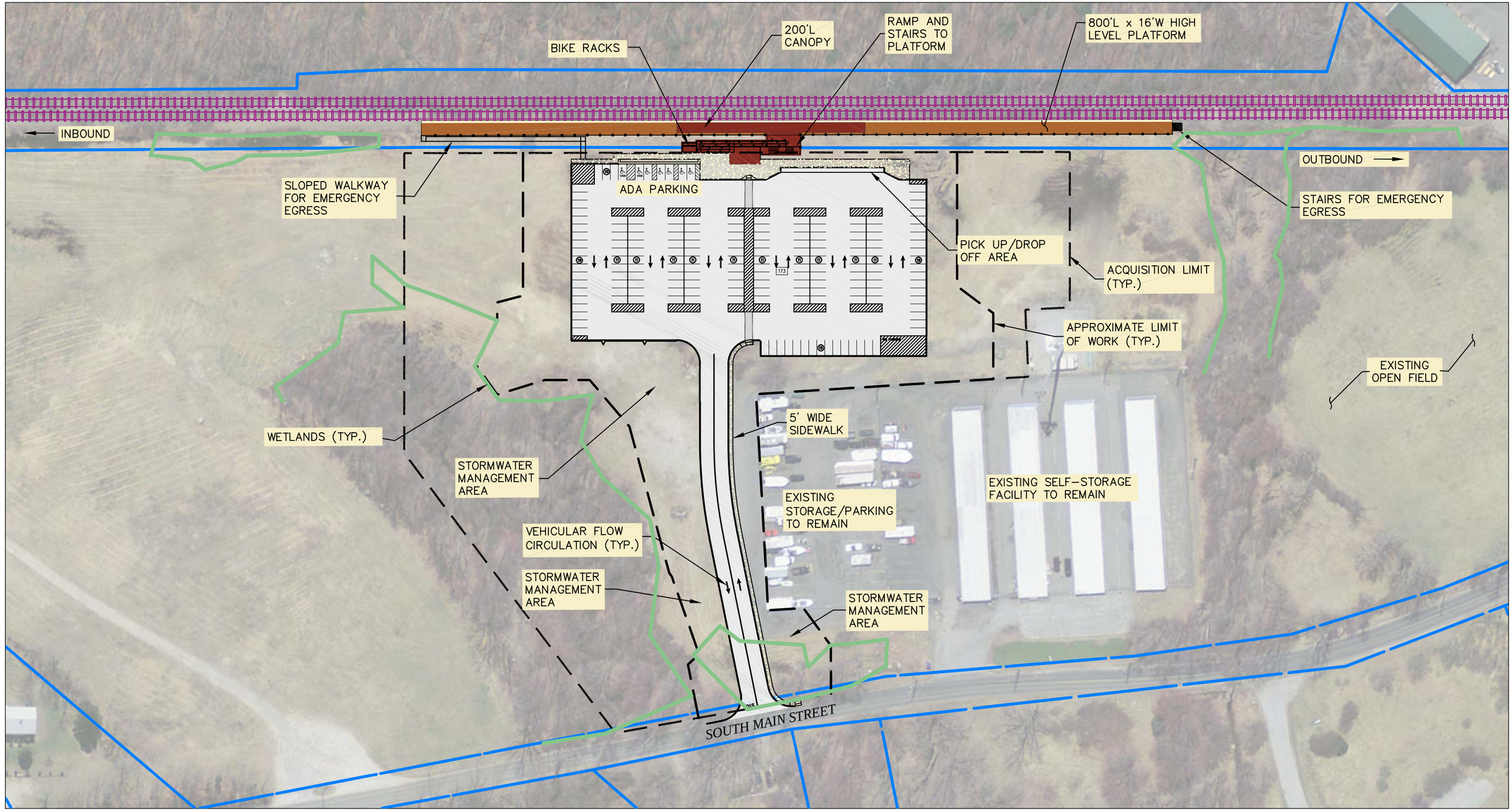
STANDARD SPACES	507
ACCESSIBLE SPACES	11
TOTAL SPACES	518

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 4.5-45

Fall River Depot Station
Conceptual Station Design



\\MABOSDATA\projects\t10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_FreetownStation.dwg Printing Date: 11/7/2012 2:01 PM

0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	166
ACCESSIBLE SPACES	7
TOTAL SPACES	173

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*
- *Wetlands*

Figure 4.5-46

Freetown Station
Conceptual Station Design

\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_Kings_Highway.dwg Printing Date: 11/7/2012 2:15 PM

CHURCH STREET

INBOUND

OUTBOUND

WETLANDS (TYP.)

800'L x 12'W HIGH-LEVEL PLATFORM

200'L CANOPY

5' SIDEWALK TO KING'S HIGHWAY

RAMP AND STAIRS TO PLATFORM

EXISTING RETAIL MALL

TARKILN HILL INTERSECTION TO BE CLOSED

TARKILN HILL ROAD

KING'S HIGHWAY

NEW ACCESS TO TARKILN HILL ROAD

EXISTING SUPERMARKET

ADA PARKING

PICK UP/DROP OFF AREA

EXISTING RETAIL

SHARED EXISTING PARKING

EXISTING THEATER

EXISTING SUPERMARKET

APPROXIMATE PROPERTY BOUNDARY (TYP.)

VEHICULAR FLOW CIRCULATION (TYP.)

ROUTE 140

0 100 200 Feet

Parking Summary Chart

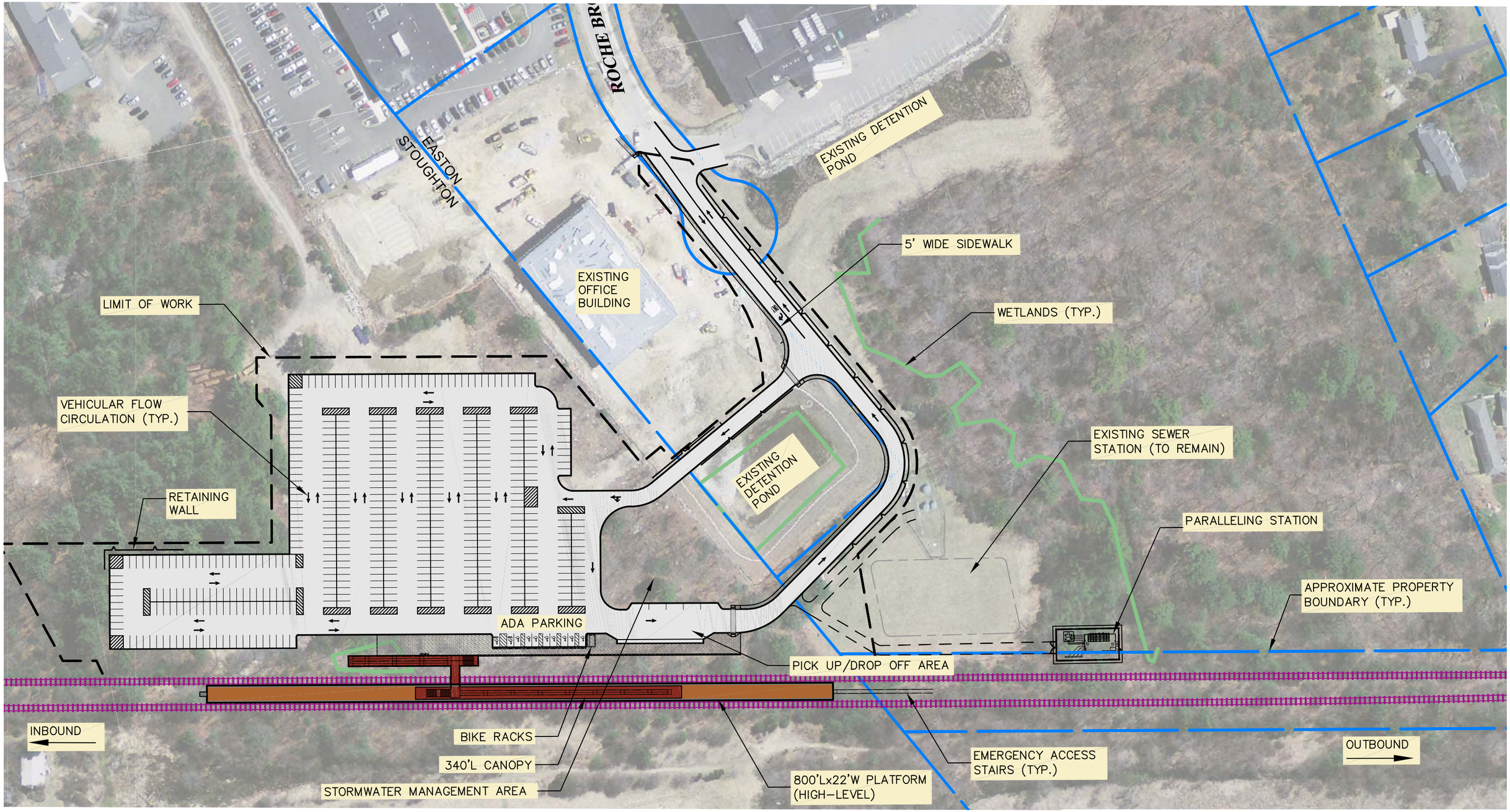
STANDARD SPACES	348
ACCESSIBLE SPACES	12
TOTAL SPACES	360

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 4.5-47

King's Highway Station
Conceptual Station Design



0 60 120 Feet

Parking Summary Chart

STANDARD SPACES	491
ACCESSIBLE SPACES	10
TOTAL SPACES	501

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*
- *Wetlands*

Figure 4.5-48

North Easton Station
Conceptual Station Design

\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_NoEastonSTA.dwg Printing Date: 11/7/2012 1:39 PM

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OUT TO ROUTE 138 ALONG PAVED ROADWAY

APPROXIMATE PROPERTY BOUNDARY (TYP.)

WETLANDS (TYP.)

APPROXIMATE LIMIT OF WORK (TYP.)

ACCESS ROAD TO ABUTTING OWNER

EXISTING BUILDINGS TO BE REMOVED

RAYNHAM PARK

SEDIMENT FOREBAY & BIORETENTION BASIN

PROPOSED FOR FUTURE CONNECTION

VEHICULAR FLOW CIRCULATION (TYP.)

TRANSITIONAL PLAZA

MATCH EXISTING TRACK LIMITS OF WORK (TYP.)

PICK UP/DROP OFF AREA

BIKE RACKS

ADA PARKING

TRACK RETAINING WALL

400'L CANOPY

INBOUND

OUTBOUND

WETLANDS (TYP)

800'L x 22'W PLATFORM

PEDESTRIAN RAMP AND BRIDGE TO PLATFORM (OVER TRACKS)

0 60 120 Feet

Parking Summary Chart

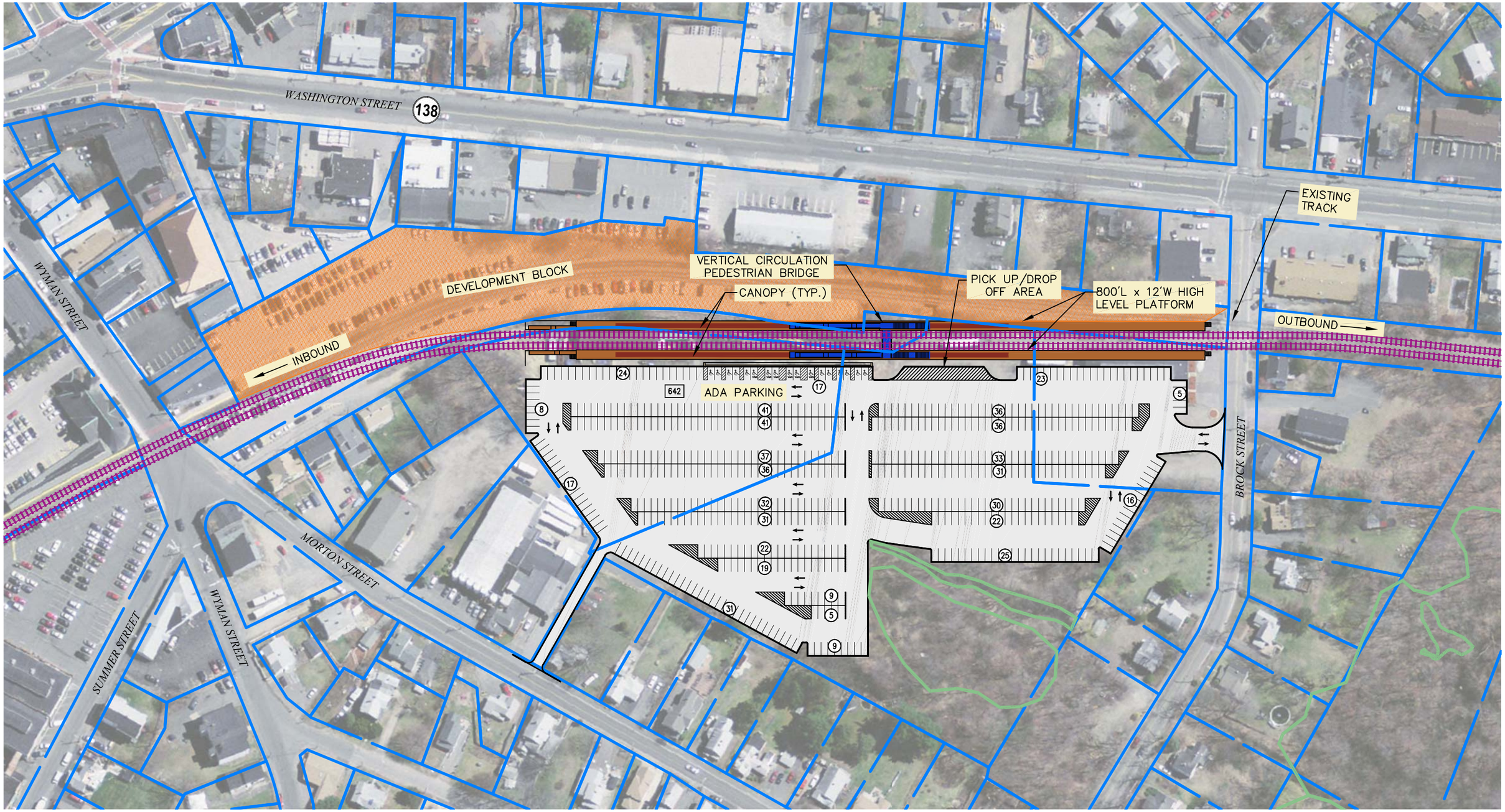
STANDARD SPACES	422
ACCESSIBLE SPACES	10
TOTAL SPACES	432

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*
- *Wetlands*

Figure 4.5-49

Raynham Park Station
Conceptual Station Design



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0 60 120 Feet

Parking Summary

	EXISTING	PROPOSED
STANDARD SPACES	535	619
ACCESSIBLE SPACES	10	17
TOTAL SPACES	545	636

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*
- *Wetlands*
- *Development Block*

Figure 4.5-50

Stoughton Station
Proposed Reconstruction

\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_Taunton_Dean_Station.dwg Printing Date: 11/7/2012 1:47 PM

800'L X 12'W HIGH LEVEL PLATFORM

CANOPY (TYP.)

TRANSITIONAL PLAZA (AT PLATFORM LEVEL)

BIKE RACK

PICK UP / DROP OFF AREA

INBOUND

OUTBOUND

ADA PARKING

WETLANDS (TYP.)

VEHICULAR FLOW CIRCULATION (TYP.)

PROPOSED 5' WIDE SIDEWALK

EXISTING BUILDING REMNANTS TO BE DEMOLISHED

BIORETENTION BASIN

STREAM

BELMONT STREET EXTENSION

BENNETT STREET EXTENSION

ARLINGTON STREET

APPROXIMATE PROPERTY BOUNDARY (TYP.)

APPROXIMATE LIMIT OF WORK (TYP.)

0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	202
ACCESSIBLE SPACES	8
TOTAL SPACES	210

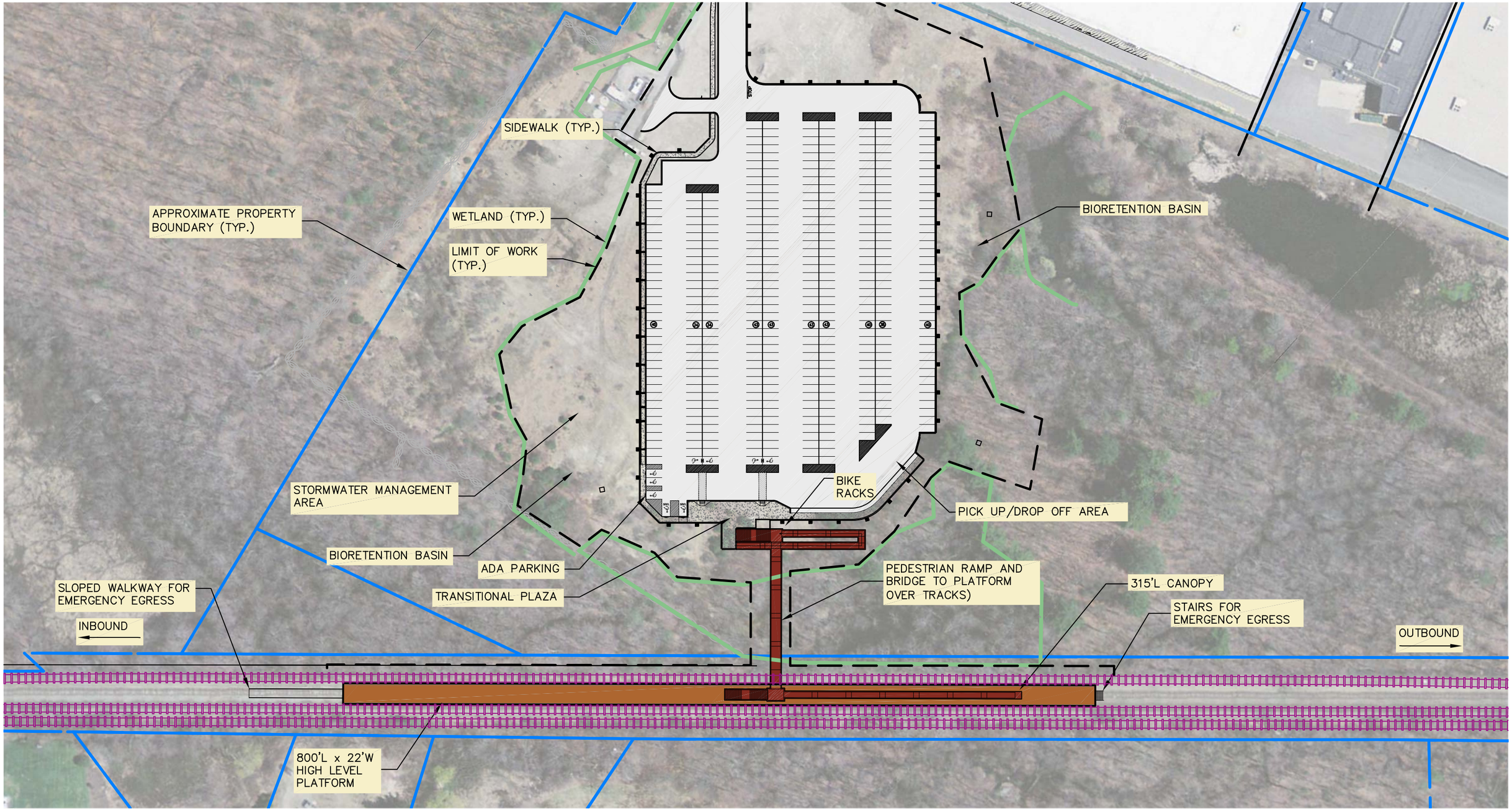
Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*
- *Wetlands*

Figure 4.5-51

Taunton Station
Conceptual Station Design

\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_TauntonDepot.dwg Printing Date: 11/7/2012 1:53 PM



0 50 100 Feet

Parking Summary Chart

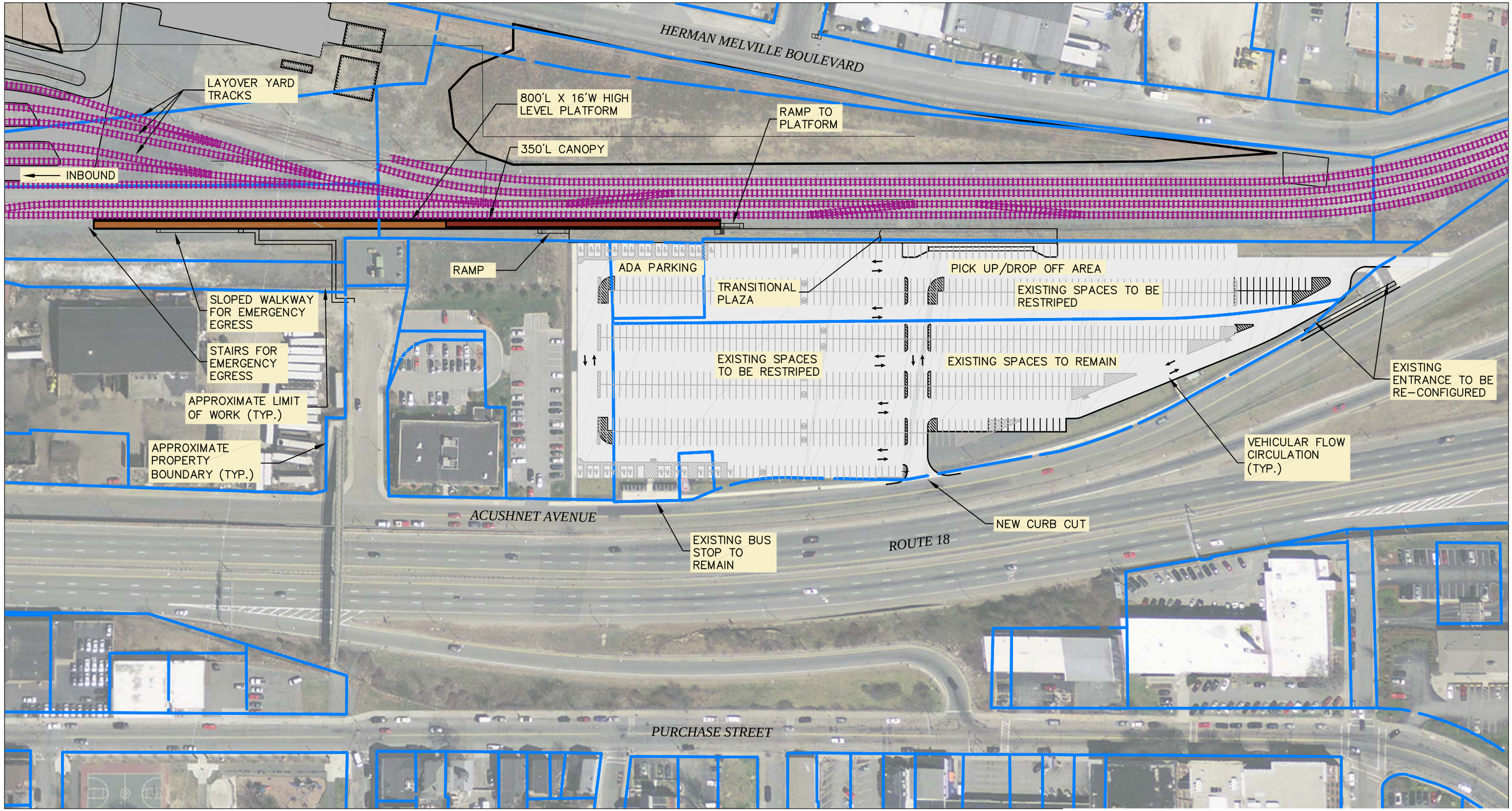
STANDARD SPACES	389
ACCESSIBLE SPACES	9
TOTAL SPACES	398

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*
- *Wetlands*

Figure 4.5-52

Taunton Depot Station
Conceptual Station Design



\\MABOSDATA\projects\10111.00\tech\FINAL_EIS_EIR\Stations\Graphics\CAD\10111_WhalesTooth.dwg Printing Date: 11/7/2012 2:19 PM

0 60 120 Feet

Parking Summary Chart

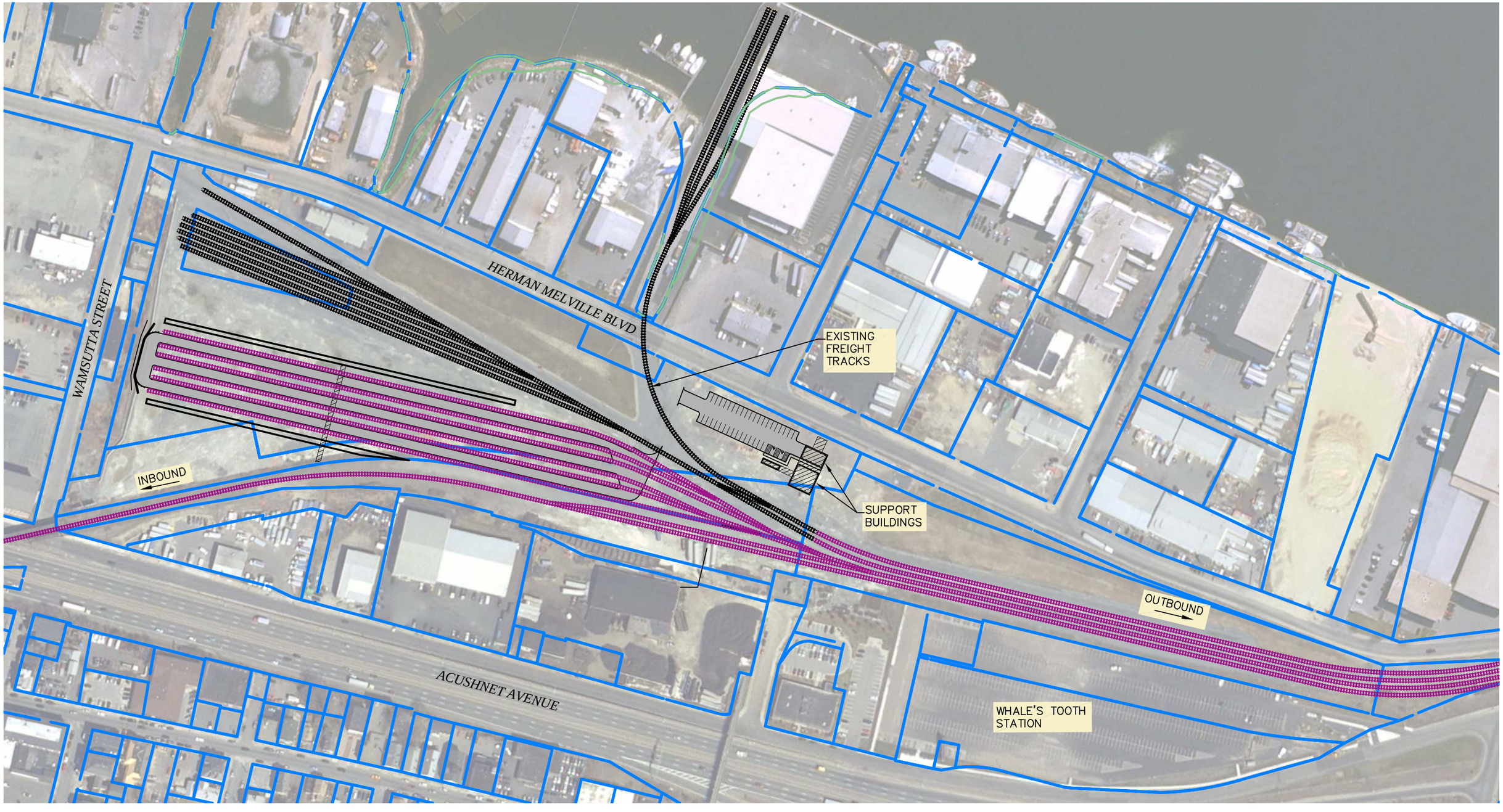
STANDARD SPACES	716
ACCESSIBLE SPACES	32
TOTAL SPACES	748

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 4.5-53

Whale's Tooth Station
Conceptual Station Design



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0 100 200 Feet

Parking Summary Chart

STANDARD SPACES	37
ACCESSIBLE SPACES	2
TOTAL SPACES	39

Legend

- *Proposed Track*
- *Retaining Wall*
- *Wetlands*
- *Property*
- *Proposed Roadway*
- *Limit of Work*

Figure 4.5-54

New Bedford Main Line
Wamsutta Layover Facility



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0 100 200 Feet

Parking Summary Chart

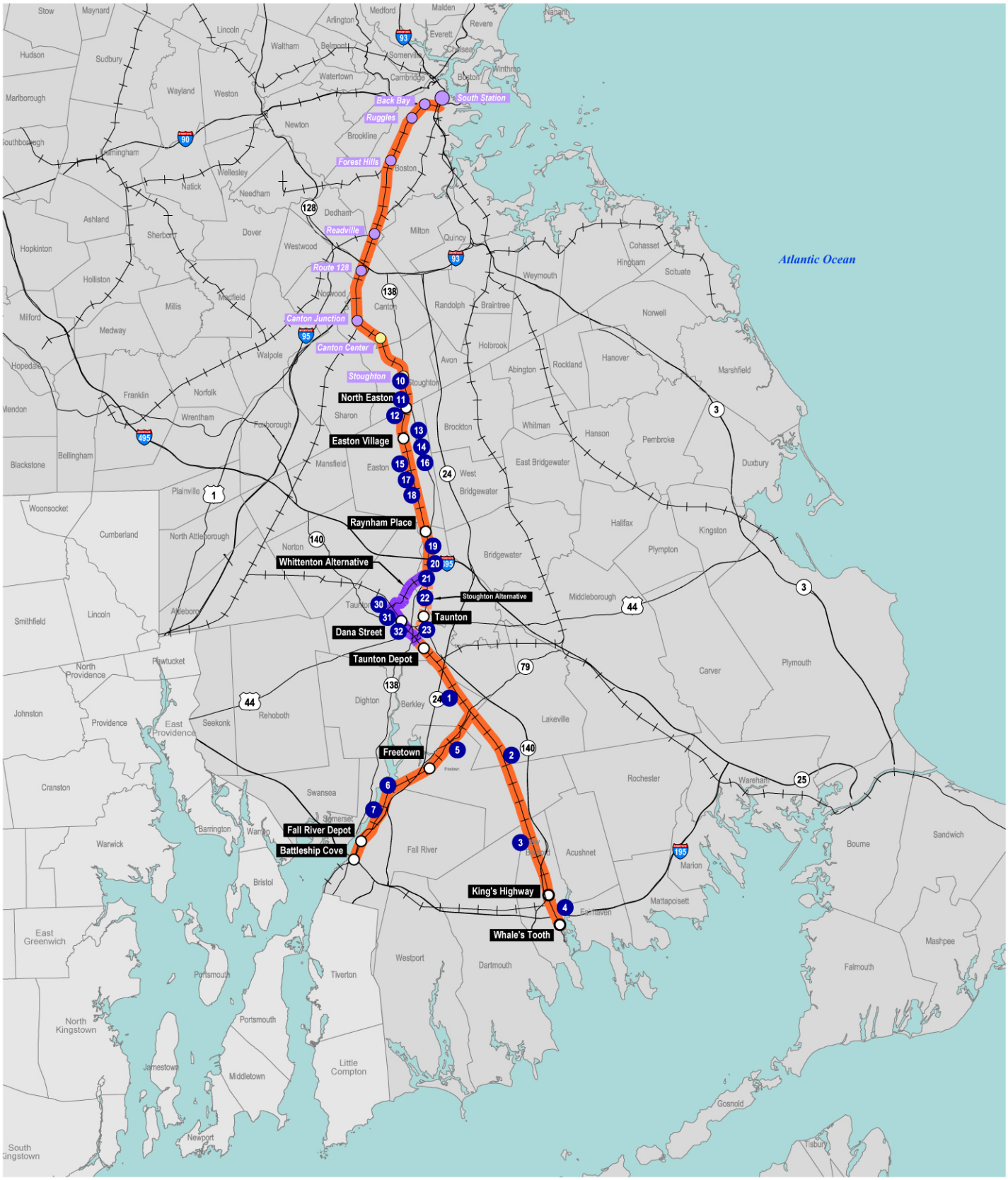
STANDARD SPACES	39
ACCESSIBLE SPACES	2
TOTAL SPACES	41

Legend

- *Proposed Track*
- *Retaining Wall*
- *Wetlands*
- *Property*
- *Proposed Roadway*
- *Limit of Work*

Figure 4.5-55

Fall River Secondary
Weaver's Cove East Layover Facility



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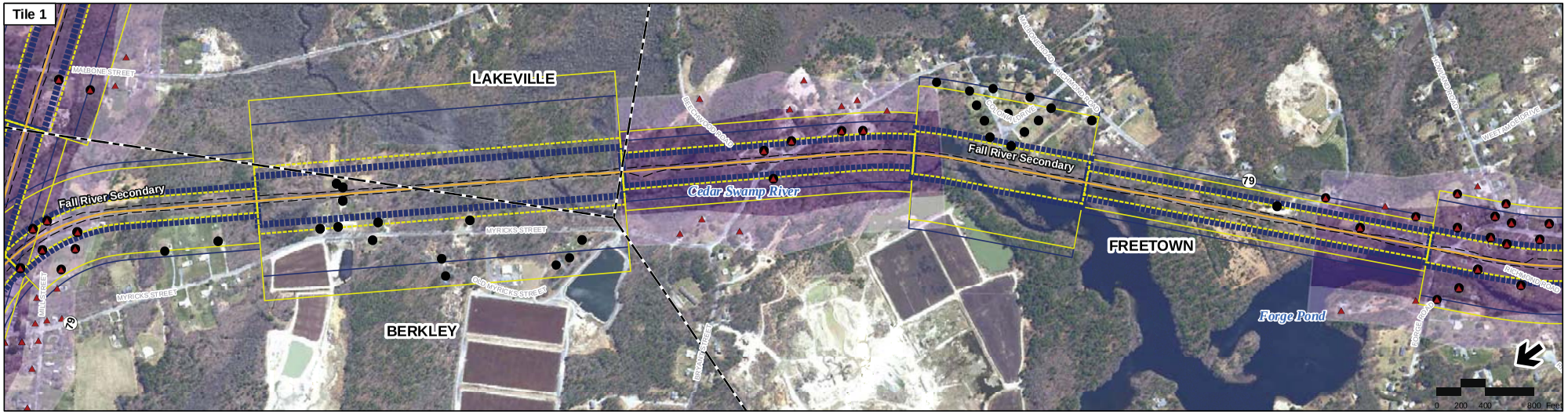
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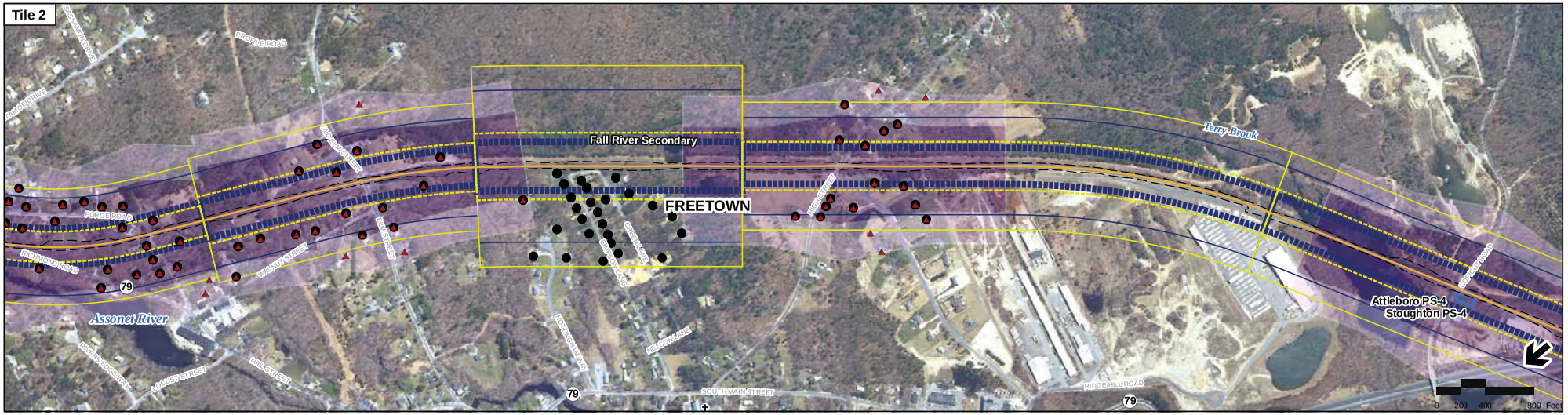
- Whittenton Alternative
- Existing Stations
- Proposed Stations
- Existing Stations to be Reconstructed
- # Noise Monitoring Locations

0 4 8 Miles

Figure 4.6-1

Noise Monitoring Locations





Printing Date: 6/23/2009
File: \\nabos\projects\10111.00\GIS\projects\Phase2\TechReports\Noise\ECVAllRail_Noise_FallRiver_Page1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-4d-f

* Traction power stations are only required for electric rail alternative

Index Map

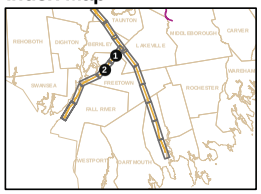
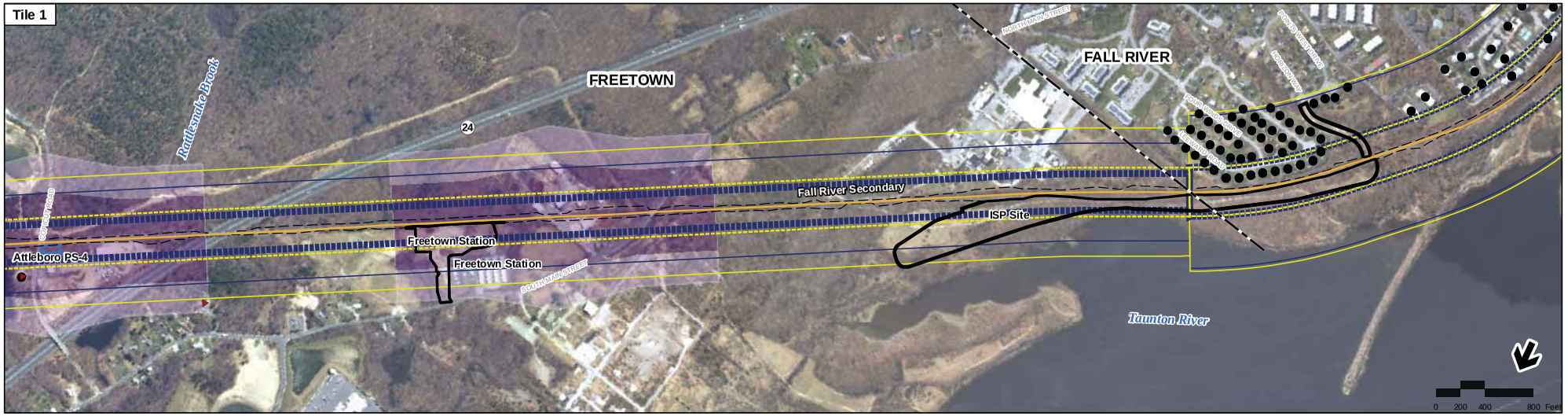
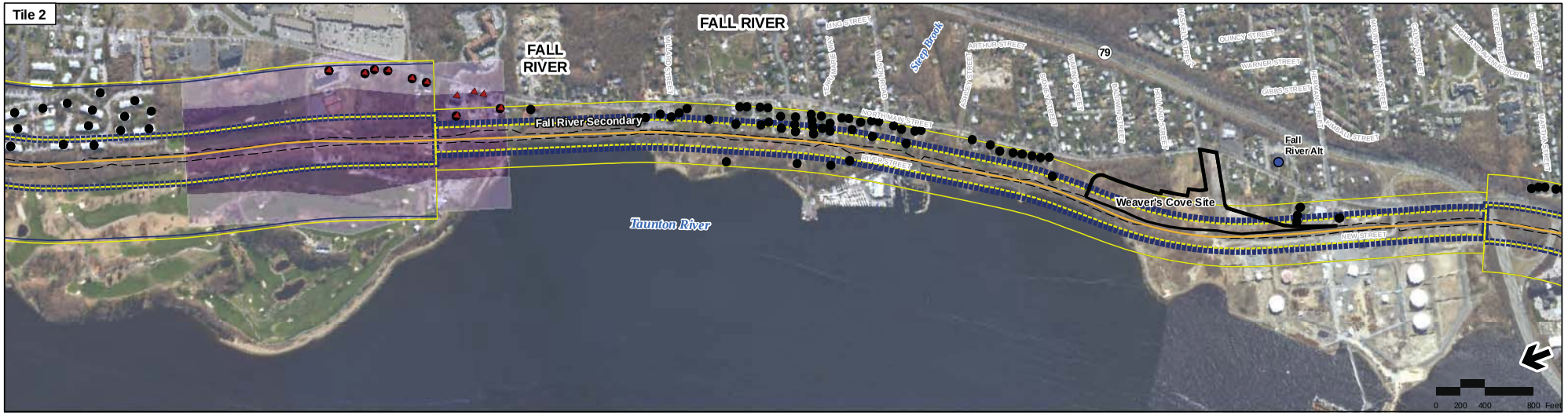


Figure 4.6-4a

All Rail Alternatives - Fall River Secondary
Noise Impacts

Diesel/Electric Alternative Horn Noise Impacts and
Diesel Alternative Train Pass-by Noise Impacts





Printing Date: 6/23/2009
File: I:\mabtes\Projects\51101111.00\GIS\project\Phase2\TechReports\Noise\FCA\Rail_Noise_FallRiver_Page2.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- Electric Severe Impact **
- Diesel Severe Impact
- Electric Impact **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-4d-f

* Traction power stations are only required for electric rail alternative

Index Map

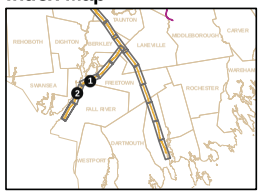


Figure 4.6-4b
All Rail Alternatives - Fall River Secondary Noise Impacts
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts



Printing Date: 6/23/2009
File: \\nabos\projects\10111.00\GIS\project\Phase2\TechReports\Noise\IEC\AllRail_Noise_FallRiver_Page3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-4d-f

* Traction power stations are only required for electric rail alternative

Index Map

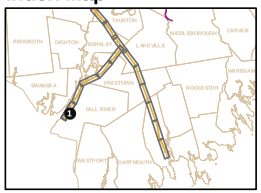
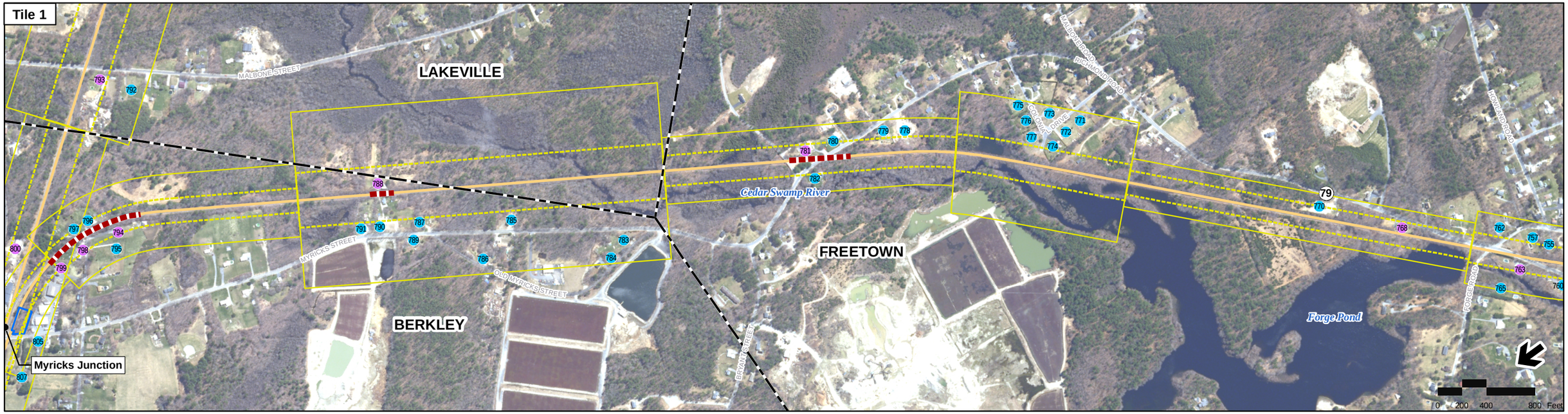


Figure 4.6-4c

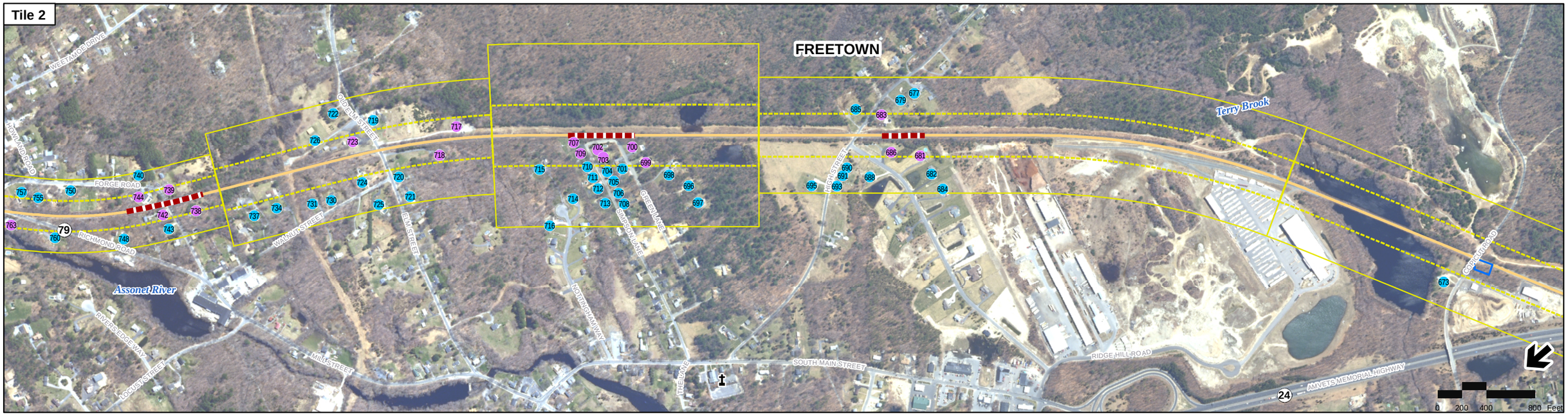
All Rail Alternatives - Fall River Secondary
Noise Impacts

Diesel/Electric Alternative Horn Noise Impacts and
Diesel Alternative Train Pass-by Noise Impacts

Tile 1



Tile 2



Printing Date: 5/23/2012
File: \\nabo\projects\10111.00\GIS\project\FEIS\Noise\FallRiver_Page_2-10.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

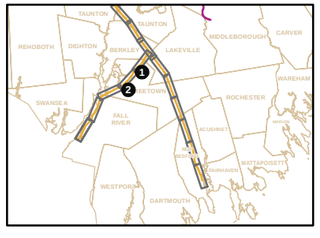
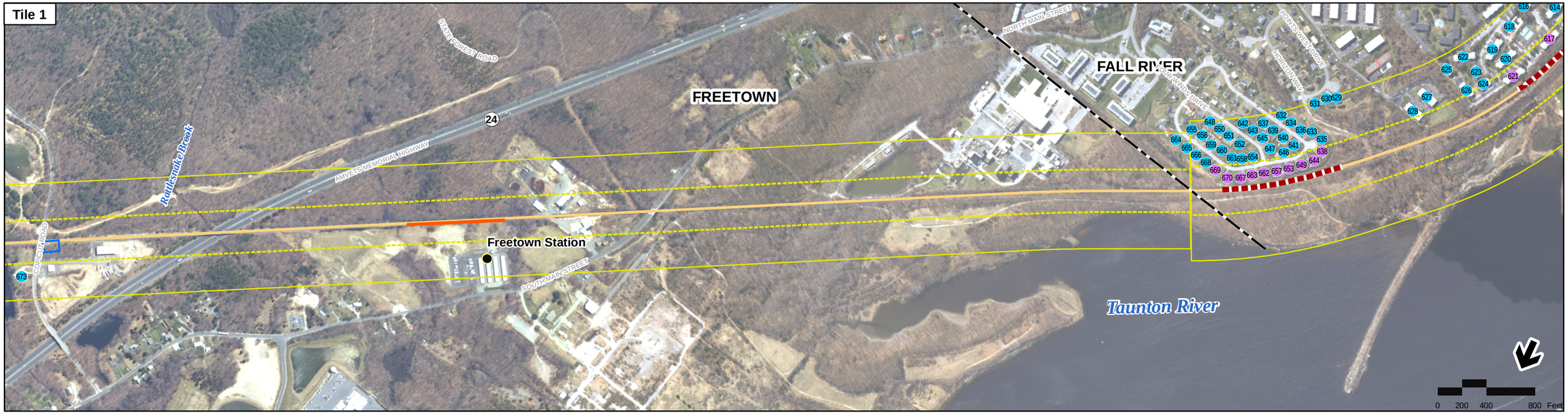


Figure 4.6-4d

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary

Tile 1



Tile 2



Printing Date: 5/23/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

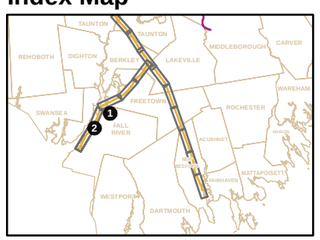


Figure 4.6-4e

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary

Tile 1

See figure 4.6-4g

See figure 4.6-4h

Noise Barrier 3

Noise Barrier 4

FALL RIVER

Taunton River

0 200 400 800 Feet

Printing Date: 5/23/2012
File: \\mabos\projects\10111.00\GIS\project\FEIS\Noise\FallRiver_Page_2-12.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

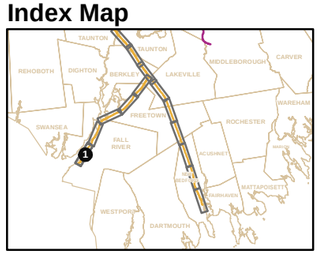


Figure 4.6-4f

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary

Noise Barrier 3

Noise Barrier 4

Charles V Carroll

Morton Middle

St Michael

0 100 200 400 Feet

Printing Date: 5/23/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

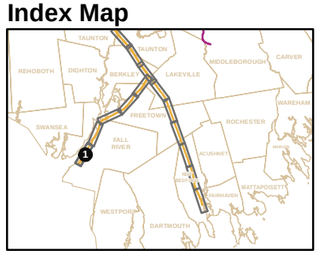


Figure 4.6-4g

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary (Detail)

Fall River Deaconess Home
Antioch
Westall
Fall River Depot Station
Battleship Cove Station
WINTER STREET
BELMONT STREET
HIGH STREET
PEARL STREET
ROCK STREET
CHALONER STREET
JUNE STREET
PURCHASE STREET
MAPLE STREET
LOCUST STREET
NORTH MAIN STREET
BANK STREET
BEDFORD STREET
MILLIKEN BOULEVARD
ROBESON STREET
ANAWAN STREET
FRANCIS STREET
LINCOLN AVENUE
FRENCH STREET
PROSPECT STREET
SCHOOL STREET
GIFFORD STREET
MAY STREET
PINE STREET
ELM STREET
GREEN STREET
DURFEE STREET
CHERRY STREET
WALNUT STREET
DANFORTH STREET
CENTRAL STREET
HARBOR STREET
CANAL STREET
VIADUCT STREET
ROUTE 138
ROUTE 79
BROADWAY EXTENSION
ROUTE 6A
BARNABY STREET
TURNER STREET
CEDAR STREET
OLD COLONY STREET
DAVOL STREET
POND STREET
MILL STREET
WATER STREET
INTERSTATE 195
DYER STREET
BANK STREET
PRESIDENT AVENUE
TAYLOR STREET
HATHAWAY STREET
138
79
6
195
0 100 200 400 Feet

Printing Date: 5/23/2012
File: \\mabos\projects\10111.00\GIS\project\FEIS\Noise\FallRiver_Page_2-12b.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

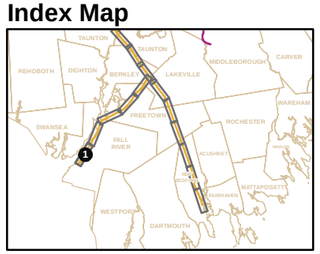
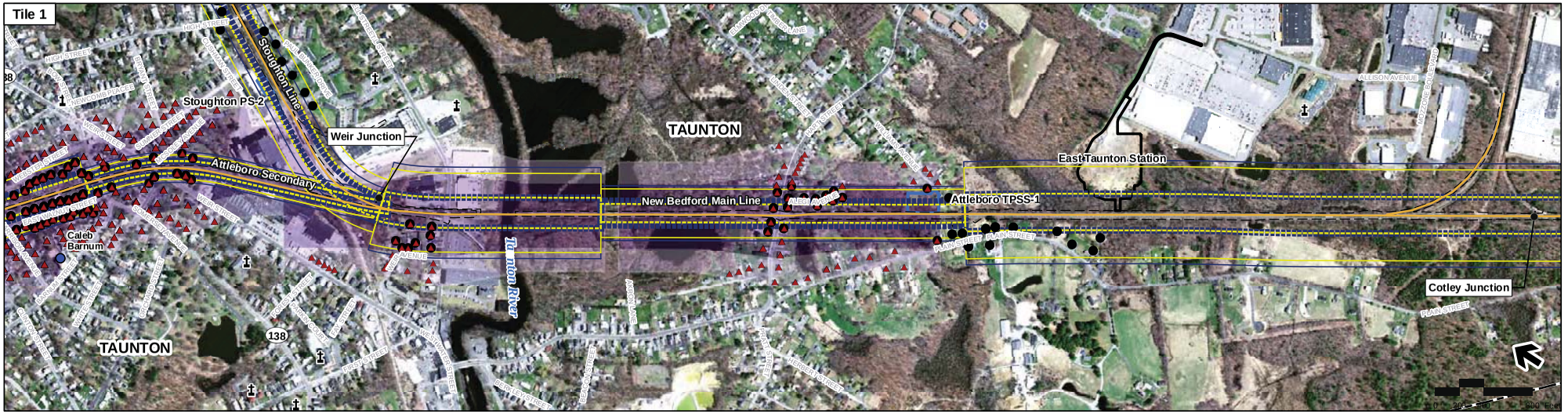
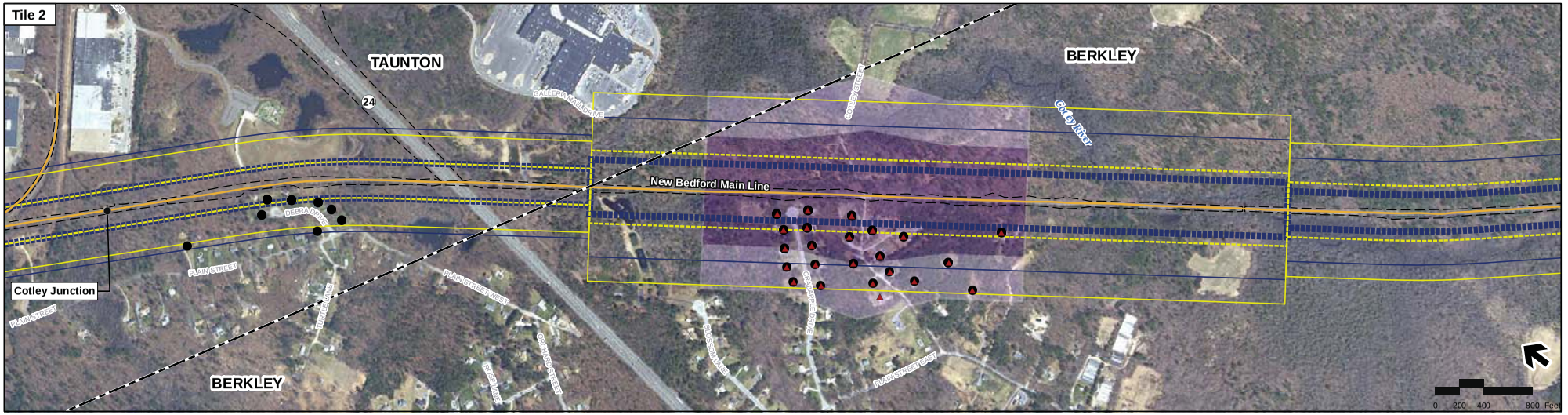


Figure 4.6-4h

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary (Detail)





Printing Date: 6/23/2009
File: \\nabos\projects\10111.00\GIS\projects\Phase2\TechReports\Noise\EC\AllRail_Noise_NewBedford_Page1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f-i

* Traction power stations are only required for electric rail alternative

Index Map

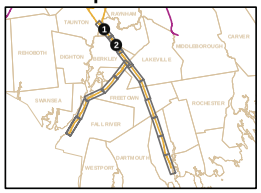
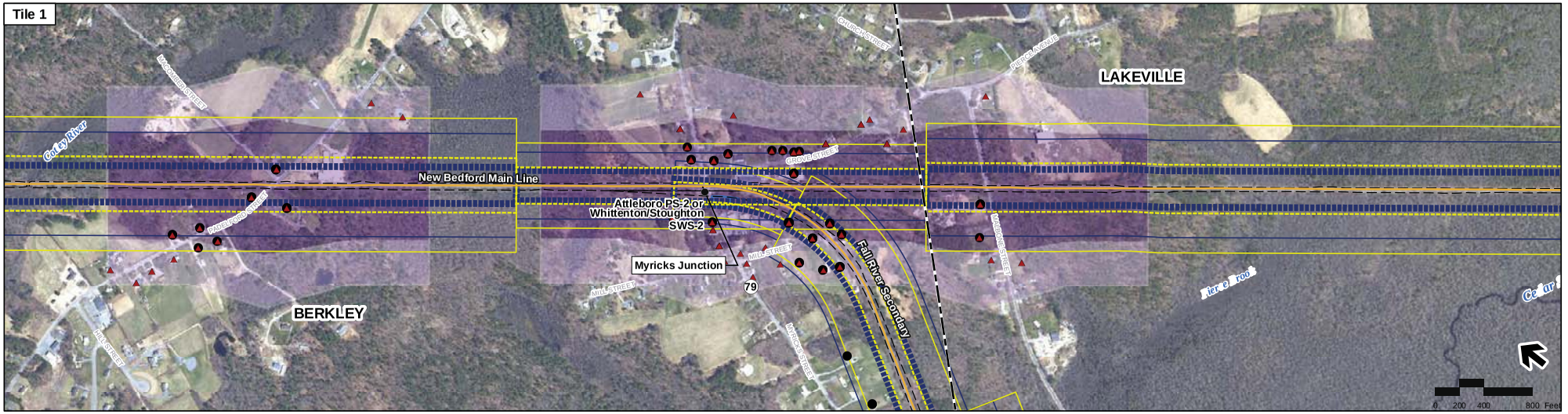


Figure 4.6-5a
All Rail Alternatives New Bedford Main Line
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts





Printing Date: 6/23/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f-i

* Traction power stations are only required for electric rail alternative

Index Map

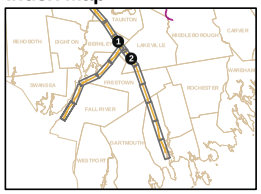
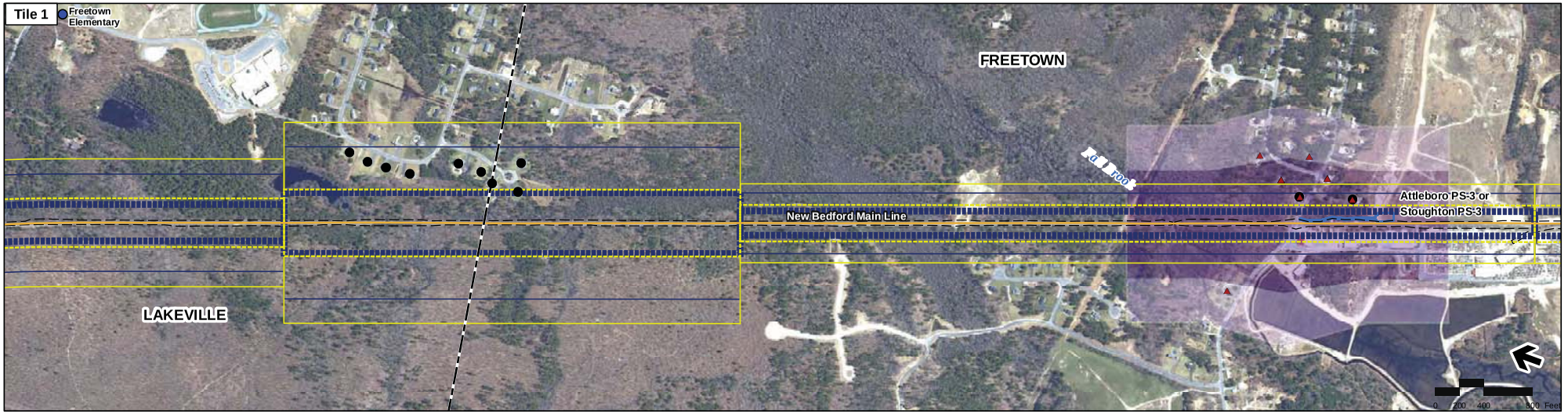
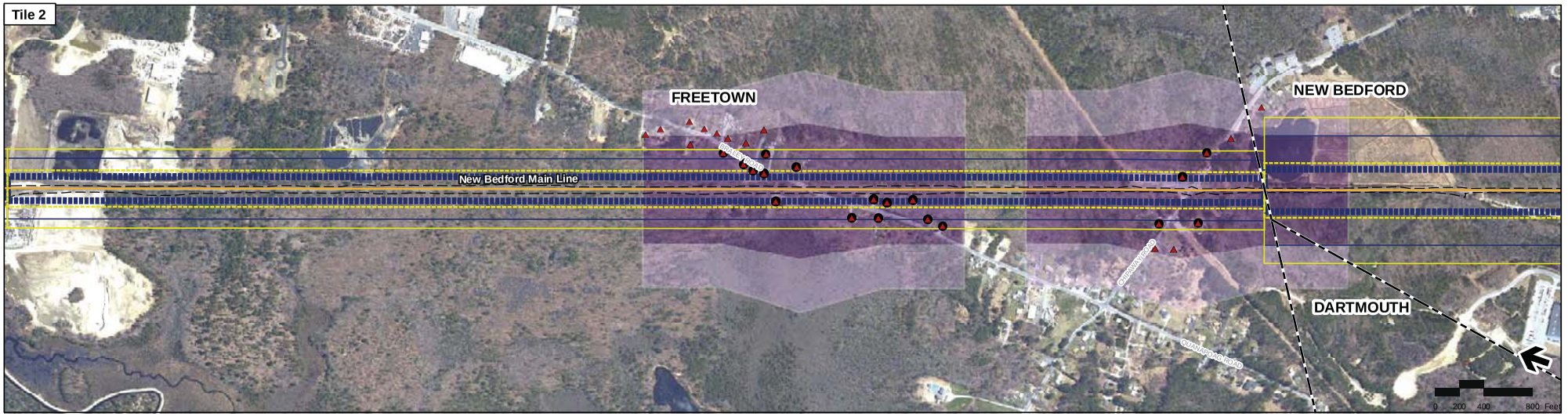


Figure 4.6-5b

All Rail Alternatives New Bedford Main Line

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts





Printing Date: 6/23/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f-i

* Traction power stations are only required for electric rail alternative

Index Map

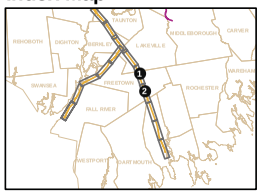
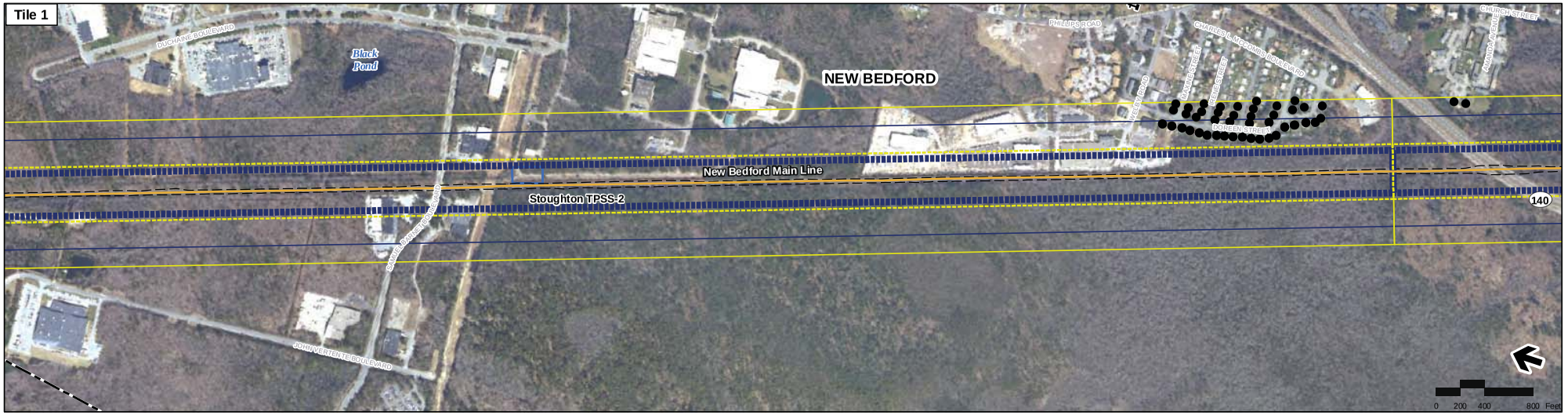
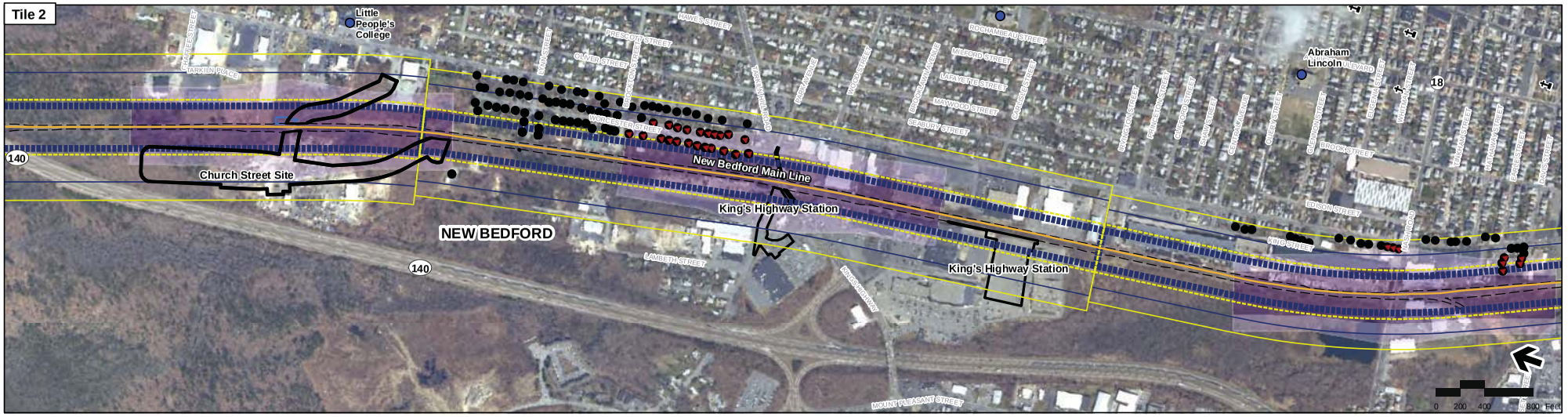


Figure 4.6-5c
All Rail Alternatives New Bedford Main Line
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts





Printing Date: 6/23/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f-i

* Traction power stations are only required for electric rail alternative

Index Map

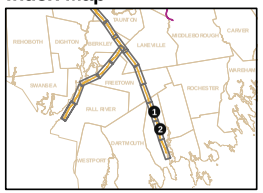


Figure 4.6-5d

All Rail Alternatives New Bedford Main Line

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts



Printing Date: 6/23/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f-i

* Traction power stations are only required for electric rail alternative

Index Map

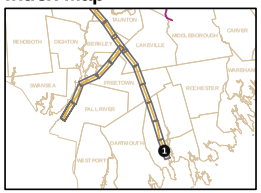
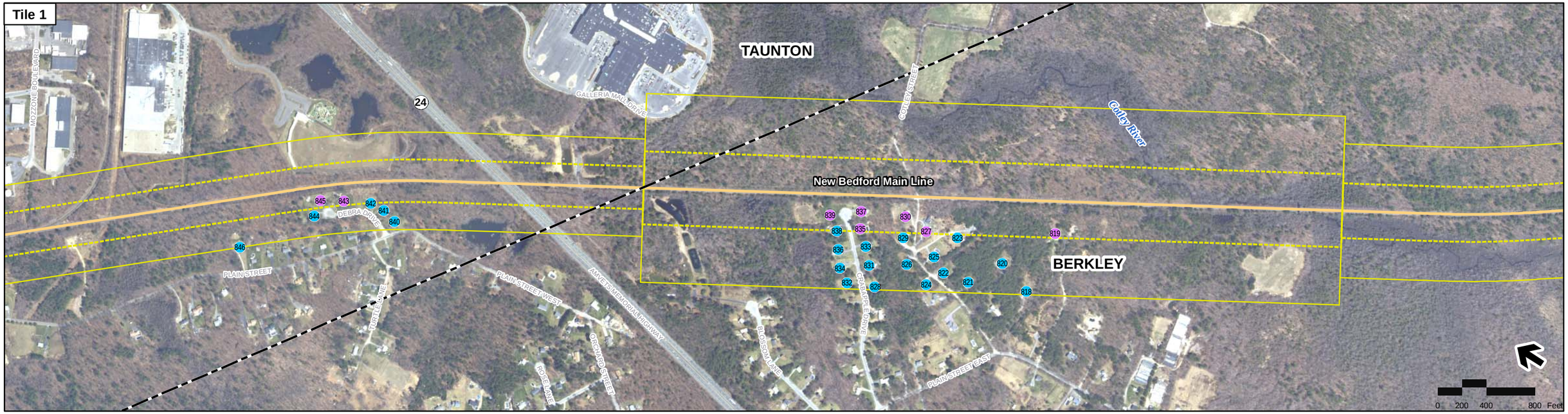


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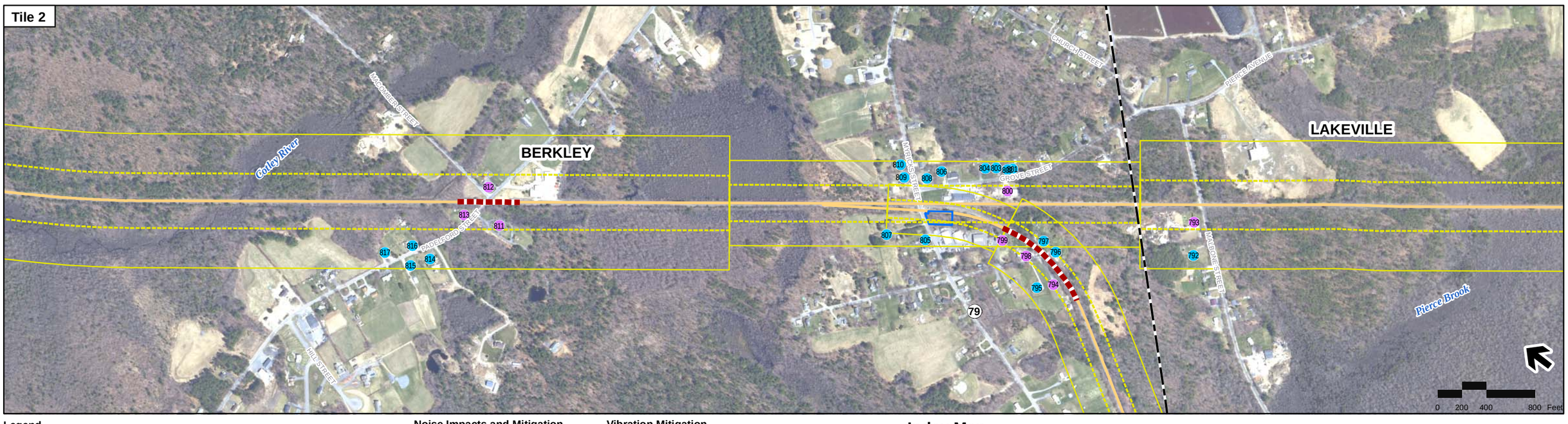
All Rail Alternatives New Bedford Main Line

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

Tile 1



Tile 2



Printing Date: 5/23/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

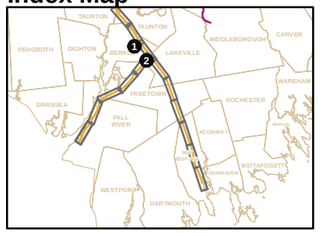
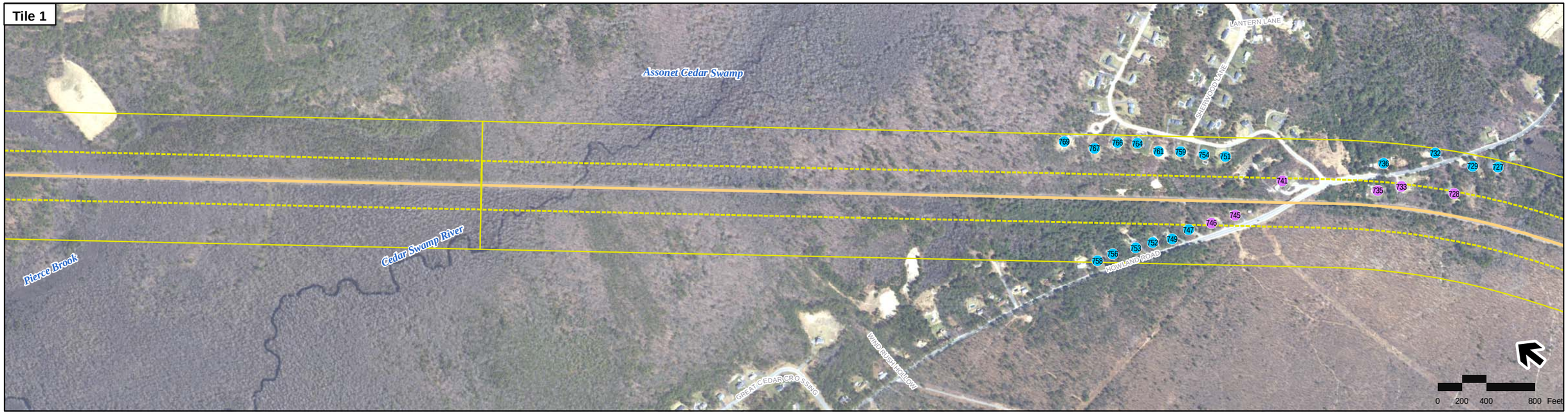


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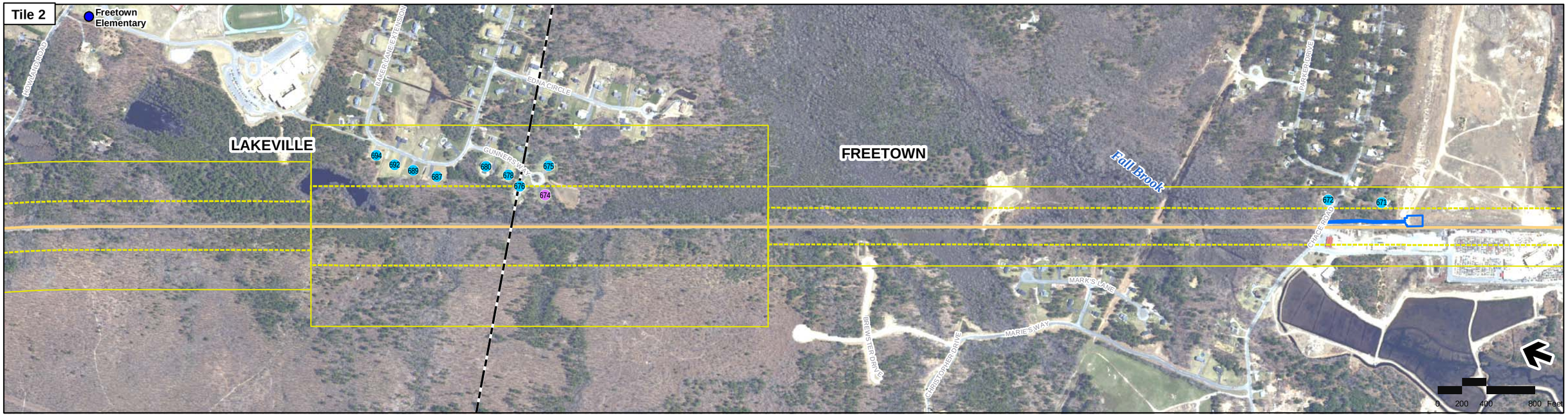
Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and
Vibration Mitigation New Bedford Main Line

Tile 1



Tile 2



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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

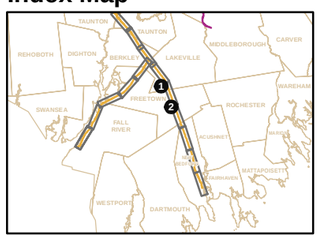
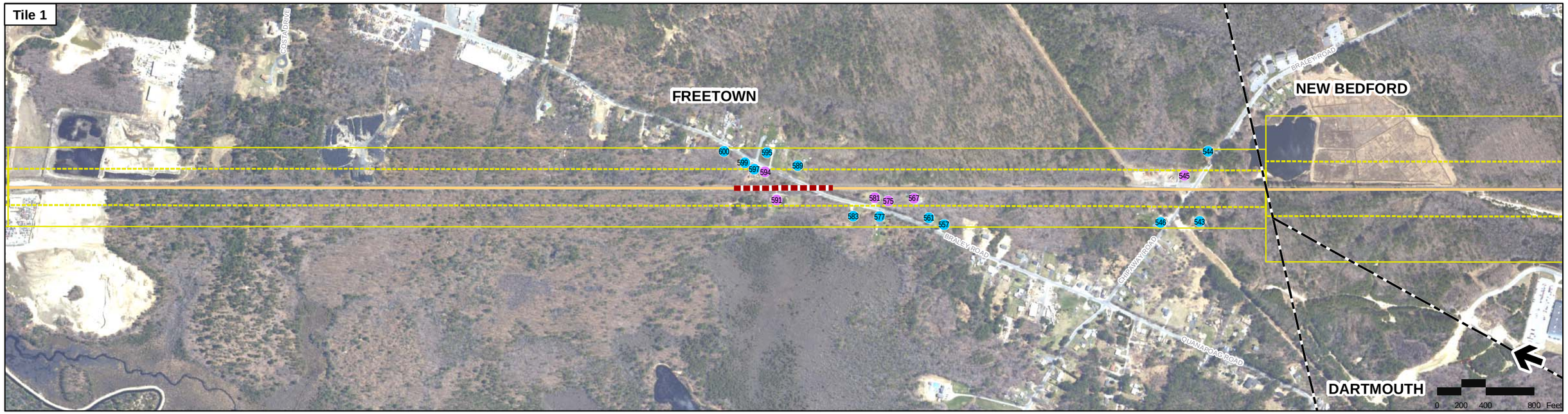


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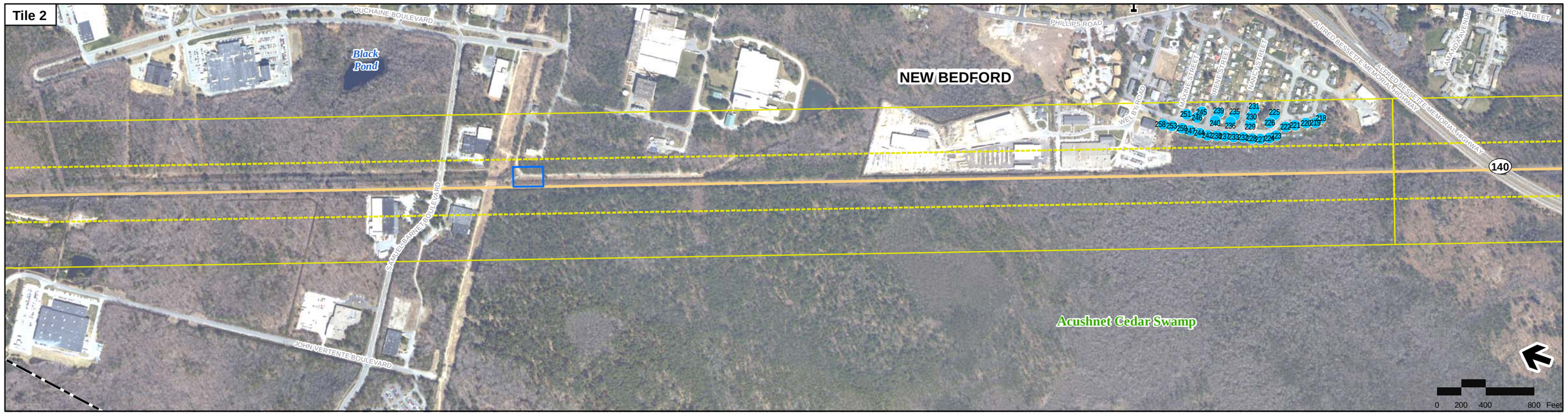
Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and
Vibration Mitigation New Bedford Main Line

Tile 1



Tile 2



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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

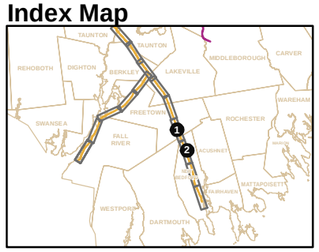
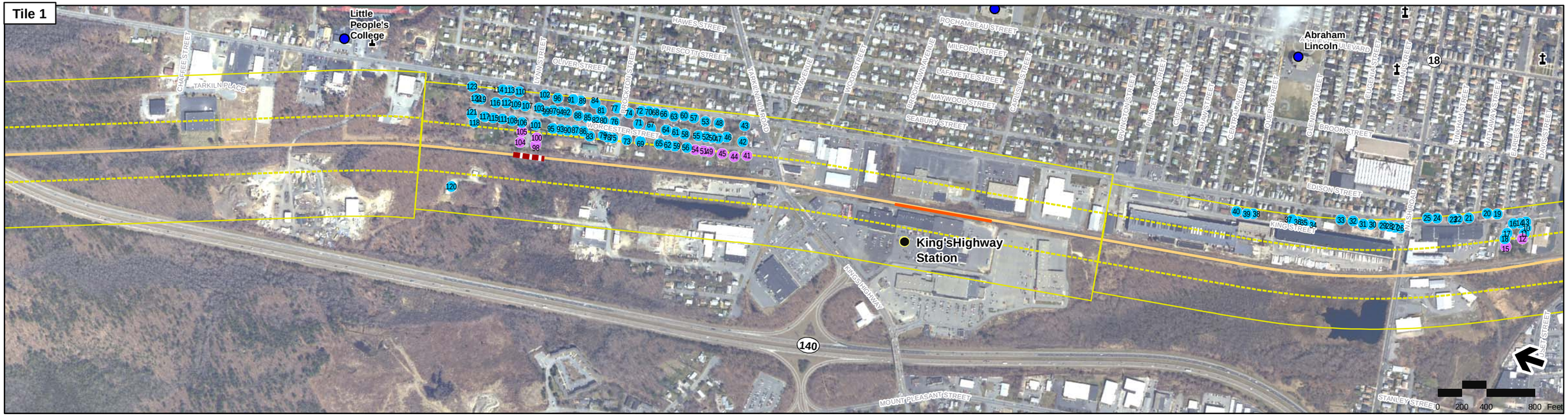


Figure 4.6-5h

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and
Vibration Mitigation New Bedford Main Line

Tile 1



Tile 2



Printing Date: 5/23/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

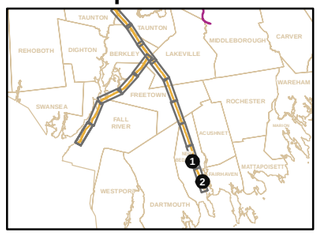


Figure 4.6-5i

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation New Bedford Main Line

Tile 1

Tile 2

CANTON JUNCTION STATION

CANTON CENTER STATION

Canton Junction

Stoughton Line

Northeast Corridor

CANTON

STOUGHTON

Forge Pond

Kingsley Pond

Bolivar Pond

East Branch Neponset River

Beaver Meadow Brook

St John the Evangelist Elementary

Stoughton High

West Elementary

O'Donnell Middle School

See figure 4.6-6c

0 200 400 800 Feet

Printing Date: 5/23/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

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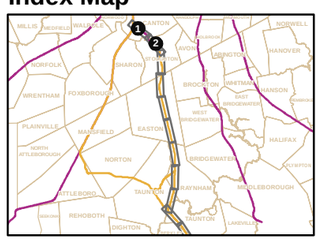


Figure 4.6-6a

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Stoughton Line

Tile 1

See figure 4.6-6c

STOUGHTON

STEPHANIE DRIVE
ERICA DRIVE
LUCAS DRIVE
KELSEY DRIVE
WASHINGTON STREET
MORTON STREET
ROBERTSON ROAD
MARRON AVENUE
MALCOLM ROAD

0 200 400 800 Feet

Tile 2

North Easton Station

See figure 4.6-6d

EASTON

STOUGHTON

WHITMAN'S BROOK DRIVE
ELM STREET
RIVERSIDE TERRACE
OSGOOD ROAD
WEDGEWOOD DRIVE
CHERRY RIDGE LANE
PLEASANT HEIGHTS DRIVE
PARTRIDGE WAY
HARLOW STREET
HOLMES STREET
NORTH MAIN STREET
Queset Brook

Noise Barrier 1

Noise Barrier 2

0 200 400 800 Feet

Printing Date: 5/23/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

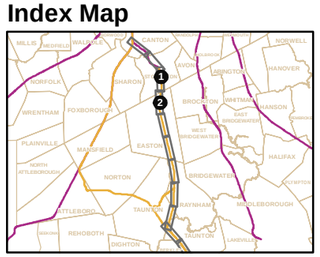


Figure 4.6-6b

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Stoughton Line

Edwin A Jones ECC

Joseph H Gibbons

STOUGHTON STATION

0 100 200 400 Feet

Printing Date: 5/23/2012
File: \\mabo\Sprjgects\10111.0\GIS\project\FEIS\NoiseNoise_Stoughton_2-2a.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

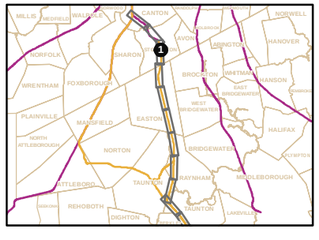


Figure 4.6-6c

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Stoughton Line (Detail)

Noise Barrier 1

Noise Barrier 2

Easton Village Station

SEAVER STREET
POND STREET
MAIN STREET
JENNYMND STREET
REYNOLDS STREET
MAPLE STREET
PINE LANE
ELLIOT CIRCLE
AVIS CIRCLE
BALDWIN STREET
WILLIAMS STREET
HOWLAND COURT
MECHANIC STREET
ANDREWS STREET
BRIDGE STREET
CENTER STREET
SULLIVAN AVENUE
OLIVER STREET
ELM STREET
KING AVENUE
ELM COURT
PLEASANT STREET
NORTH MAIN STREET
CANTON STREET
BARROWS STREET
LINCOLN STREET
OAKLAND AVENUE
COLUMBUS AVENUE
HAYWARD STREET
CHESTER AVENUE
PARK STREET
DAILEY AVENUE
SHERIDAN STREET
DAY STREET
SPOONER STREET
WILBUR STREET
LOTHROP STREET
STANDLEY ROAD
JUDITH ROAD

0 100 200 400 Feet

Printing Date: 5/23/2012
File: \\mabos\projects\101111.00\GIS\project\FEIS\NoiseNoise_Stoughton_2-2b.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

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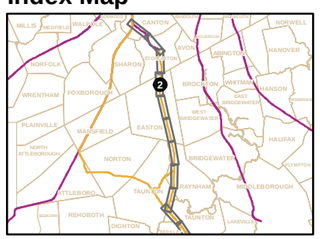


Figure 4.6-6d

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and
Vibration Mitigation Stoughton Line (Detail)

Tile 1

See figure 4.6-6d

Tile 2

Printing Date: 5/23/2012
File: \\mabos\projects\101110.00\GIS\project\FEIS\Noise\Stoughton_Page_2-3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

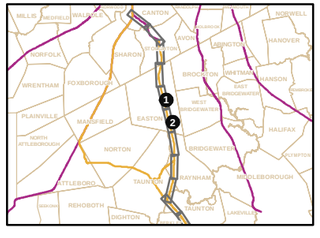


Figure 4.6-6e

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Stoughton Line

Tile 1

EASTON

Raynham Place Station

138

BROADWAY

ELM STREET EAST

ELM STREET WEST

ASHLEA STREET

MOWRY STREET

OAK STREET

495

BRIDGE STREET

PROSPECT HILL STREET

1010 1012 1013 1018 1009 1015 1016 1017 1011 1014 1005 1000 998 1003 1002 1001 1008 999 1007 995 1004 997 1006 998

0 200 400 800 Feet

Tile 2

RAYNHAM

OAK STREET

CHARLES STREET

ANAWAN STREET

MOHAWK ROAD

SYLVAN STREET

GILMORE STREET

CENTER STREET

LINCOLN AVENUE

MAPLE ROAD

Northbrook Academy

SACHEM ROAD

BRITTON STREET

ARROWHEAD ROAD

WAMPANOAG ROAD

PONTIAC ROAD

YOUNGS AVE

KING PHILIP STREET

FIRST STREET

TURNPIKE STREET

EAST RIDGE MANOR

CALS COURT

988 983 977 971 969 968 967 966 965 964 989 986 981 976 975 980 974 979 973 978 972 987 985 982 984 970 994 990 991 992 993 955 952 944 959 960 962 957 949 945 963 961 958 946 954 951 947 938 953 948 941 936 942 939 935 956 950 943 937 934 940

138

BROADWAY

0 200 400 800 Feet

Printing Date: 5/23/2012
File: \\nabo\projects\10111.00\GIS\project\FEIS\Noise\Stoughton_Page_2-4.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

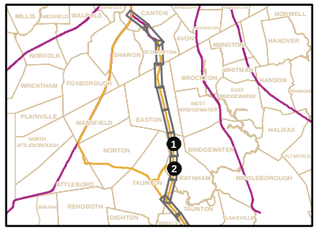


Figure 4.6-6f

Stoughton/Whittenton Electric Alternative

Noise Impacts and Mitigation and Vibration Mitigation Stoughton Line

Tile 1

Tile 2

Printing Date: 5/23/2012
File: \\mabos\projects\10111.00\GIS\project\FEIS\Noise\Stoughton_Page_2-5.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

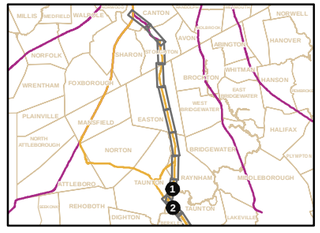
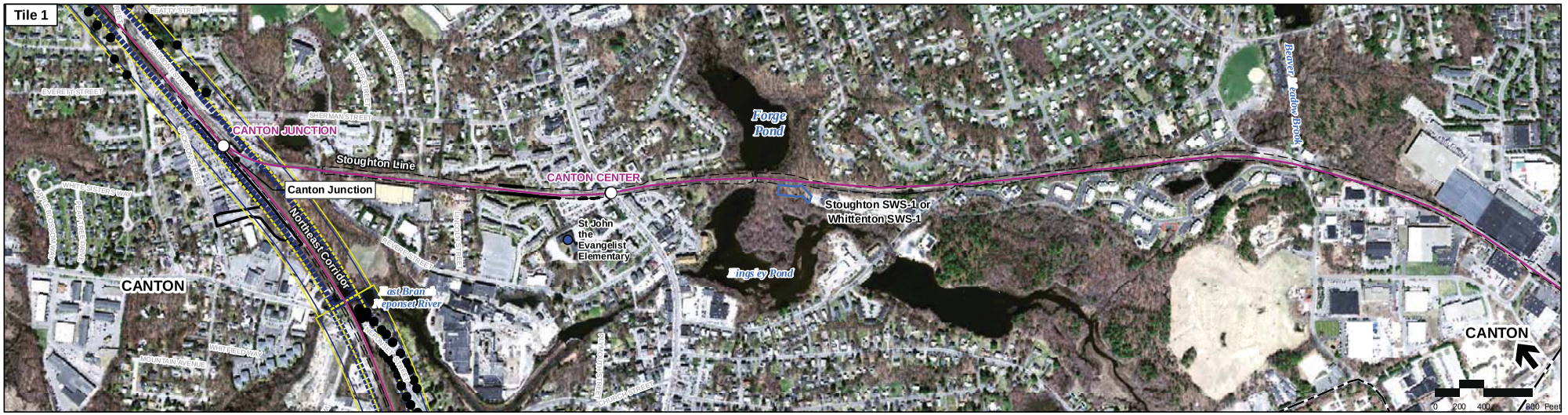


Figure 4.6-6g
Stoughton/Whittenton Electric Alternative
Noise Impacts and Mitigation and Vibration Mitigation Stoughton Line





Printing Date: 6/23/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g

* Traction power stations are only required for electric rail alternative

Index Map

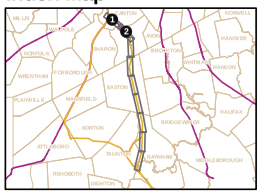
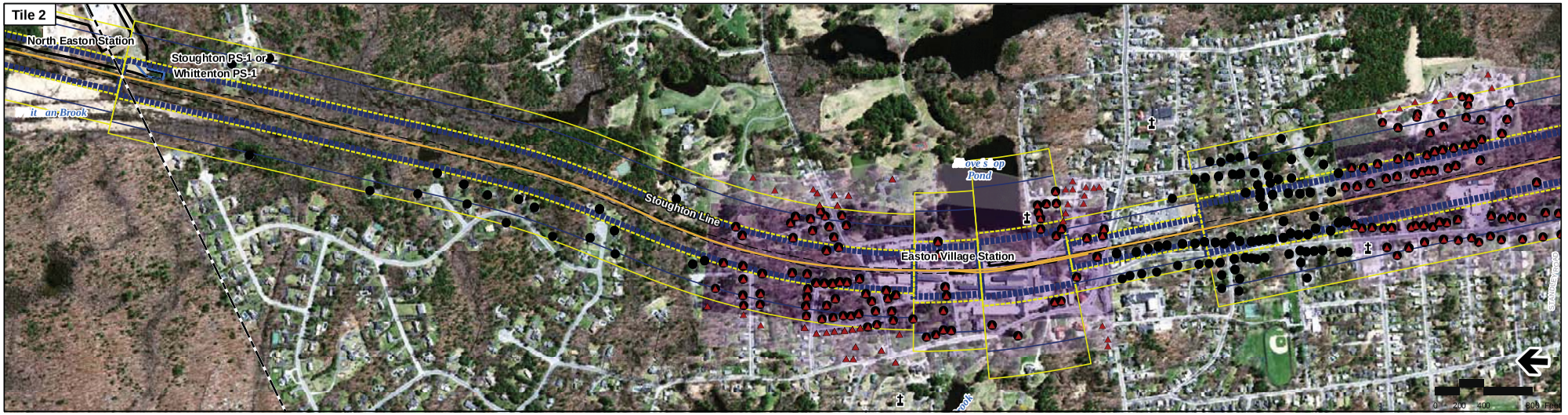


Figure 4.6-6h

Stoughton Alternative - Stoughton Line

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts





Printing Date: 6/23/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g

* Traction power stations are only required for electric rail alternative

Index Map

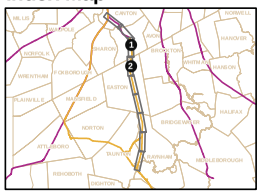
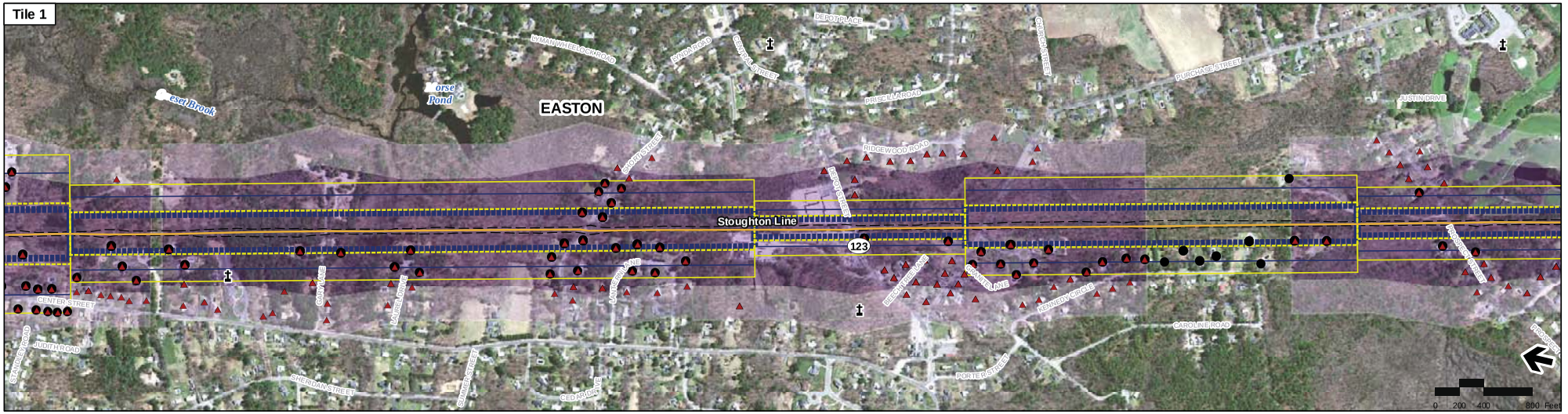
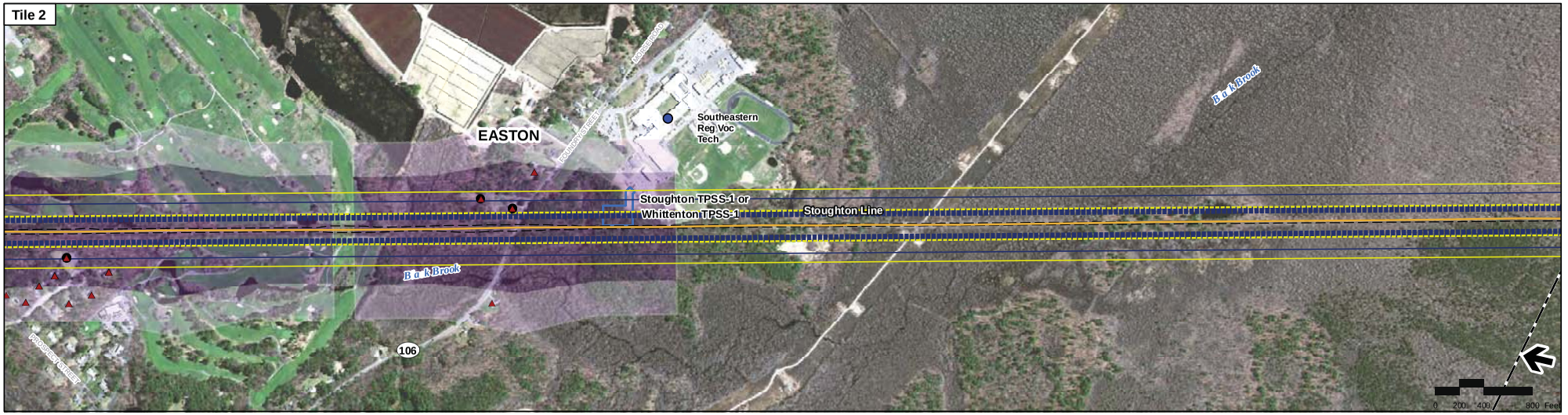


Figure 4.6-6i
Stoughton Alternative - Stoughton Line
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts





Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g

* Traction power stations are only required for electric rail alternative

Index Map

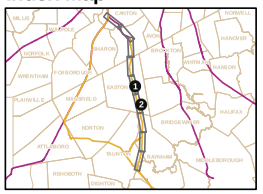
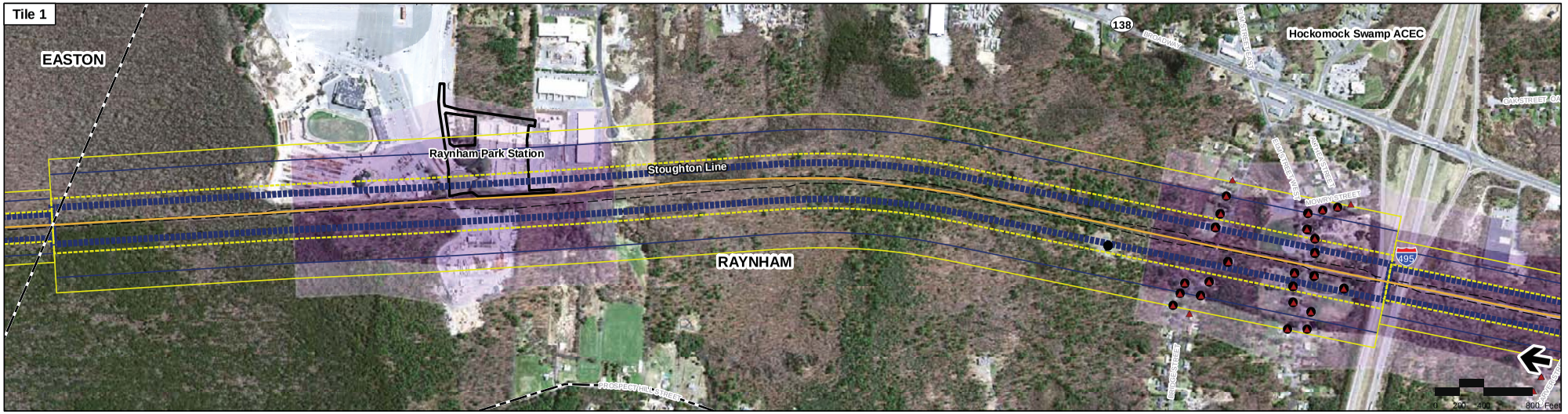
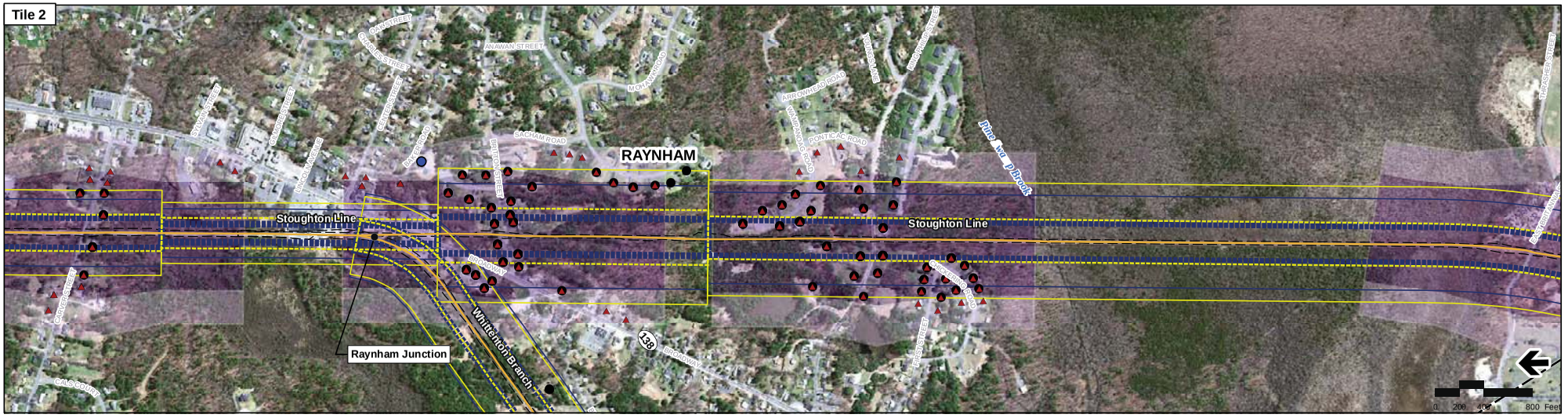


Figure 4.6-6j
Stoughton Alternative - Stoughton Line
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

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Printing Date: 6/23/2009
File: \\nabos\projects\10111.00\GIS\projects\Phase2\TechReports\Noise\EC\Noise_Stoughton_Page4.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g

* Traction power stations are only required for electric rail alternative

Index Map

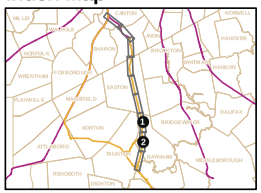
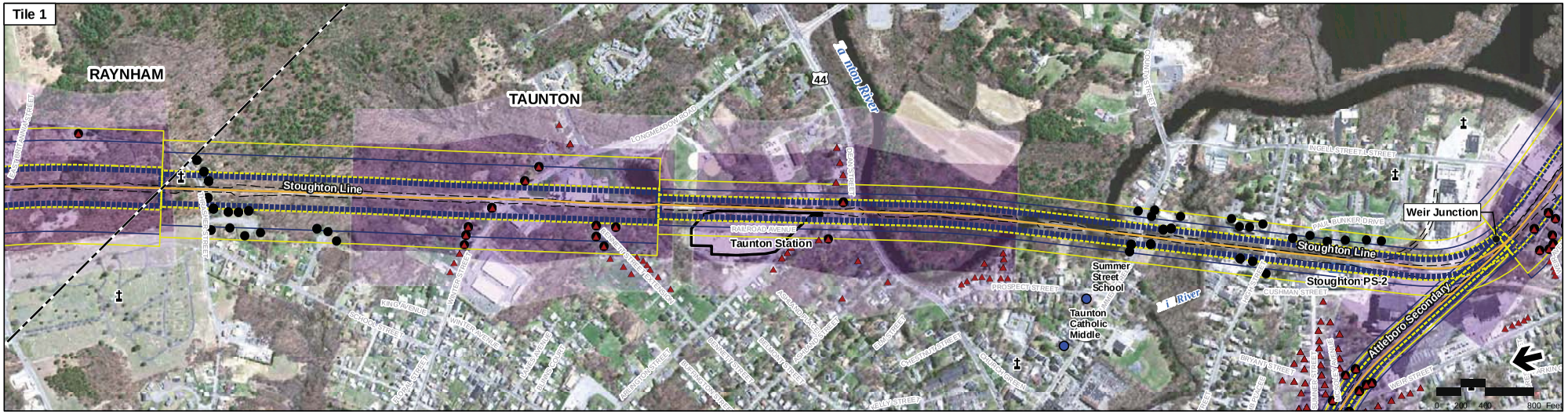


Figure 4.6-6k
Stoughton Alternative - Stoughton Line
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts



Printing Date: 6/23/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ~~Electric Severe Impact~~ **
- Diesel Severe Impact
- ~~Electric Impact~~ **
- Diesel Impact
- Horn Impact
- Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g

* Traction power stations are only required for electric rail alternative

Index Map

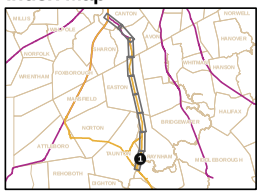
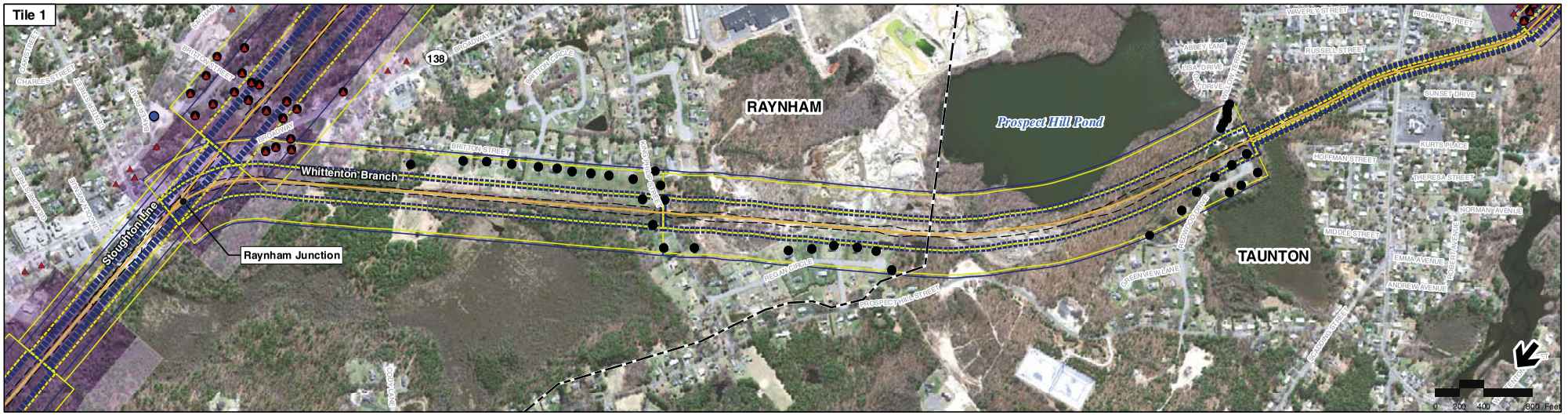


Figure 4.6-6l
Stoughton Alternative - Stoughton Line
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts





Printing Date: 6/23/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- Diesel Severe Impact
- Diesel Impact
- Horn Impact
- Horn Severe Impact

* Traction power stations are only required for electric rail alternative

Index Map

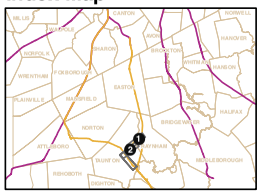
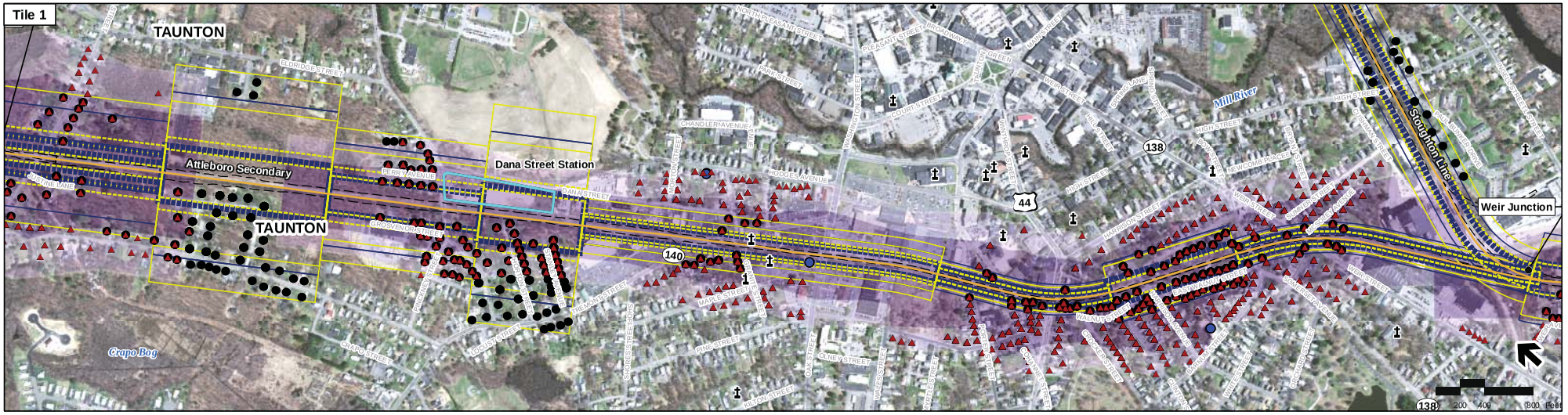


Figure 4.6-7a

Whittenton Diesel/
Electric Alternative Noise Impacts,
Whittenton Branch



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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- Electric Severe Impact
- Diesel Severe Impact
- Electric Impact
- Diesel Impact
- Horn Impact
- Horn Severe Impact

* Traction power stations are only required for electric rail alternative

Index Map

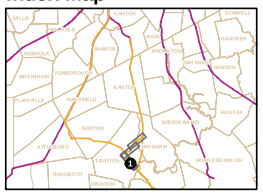


Figure 4.6-7b

Whittenton Alternative
Attleboro Secondary

Noise Impacts

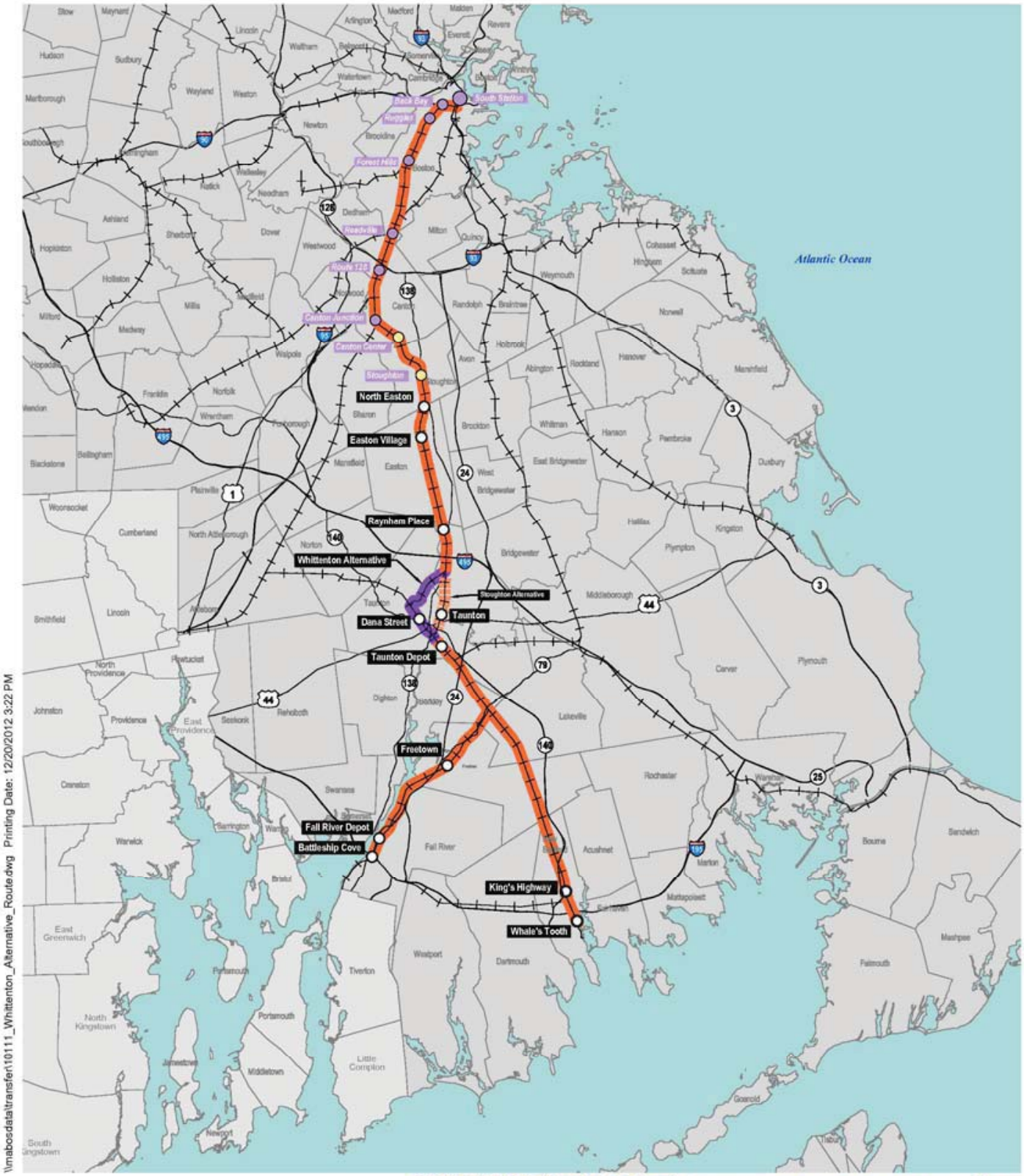
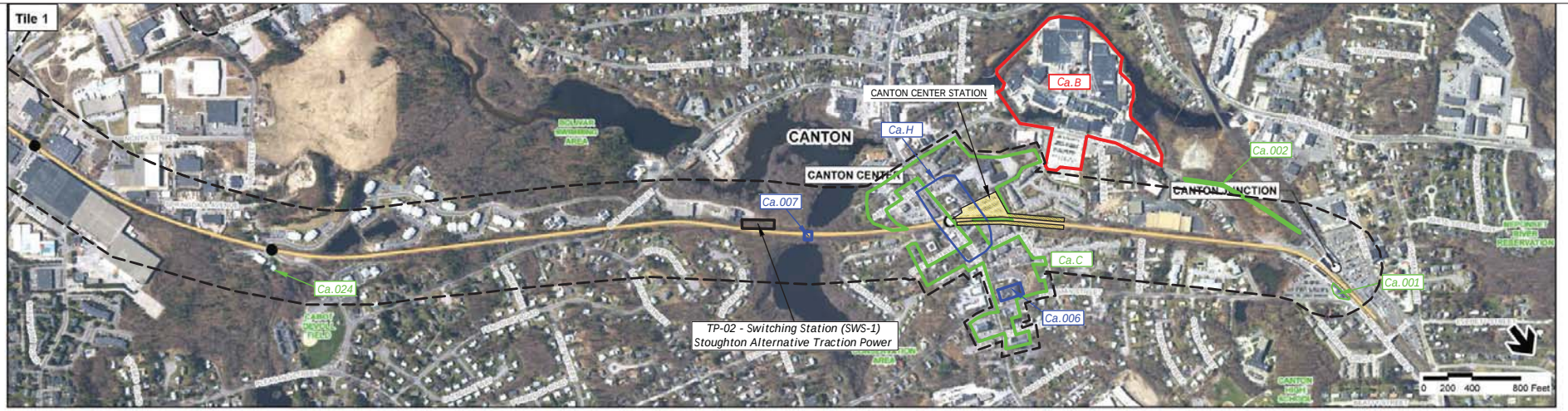


Figure 4.8-1

Stoughton Alternative and Whittenton Alternative



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)

Index Map



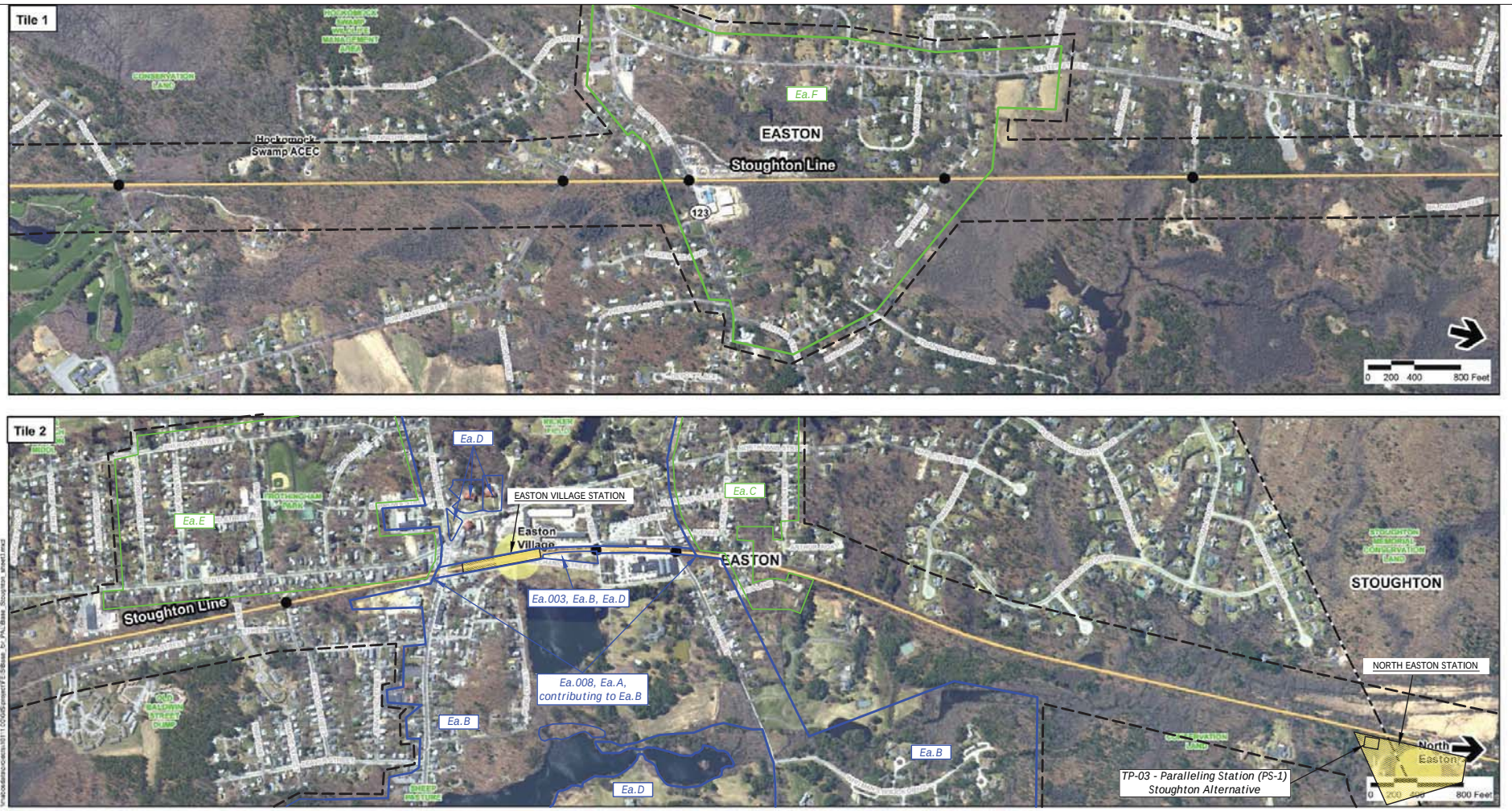
Figure 4.8-2

Stoughton Line
Weir Junction to Canton Junction



Figure 4.8-3

Stoughton Line
Weir Junction to Canton Junction



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

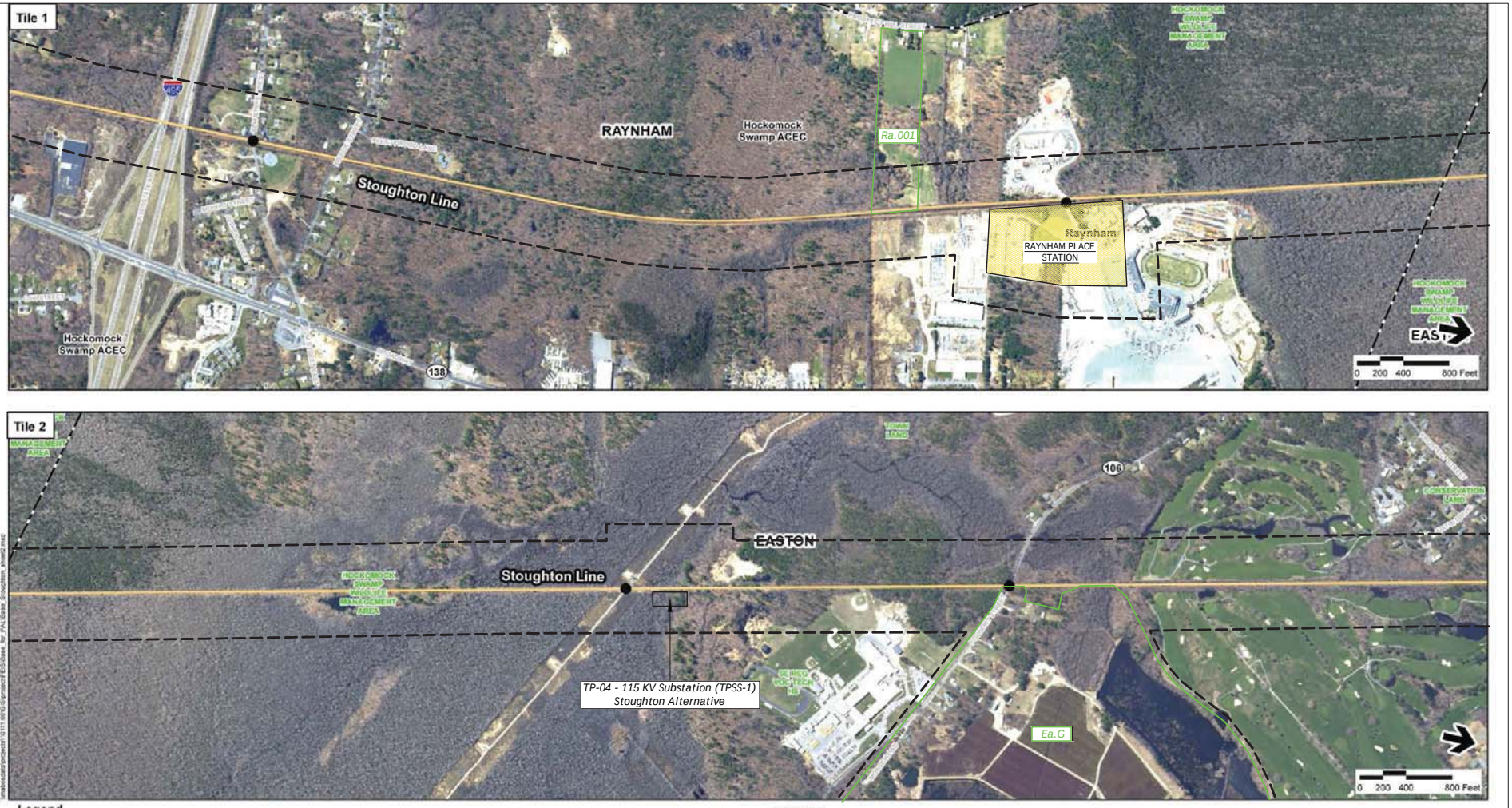
- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)

Index Map



Figure 4.8-4

Stoughton Line
Weir Junction to Canton Junction



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

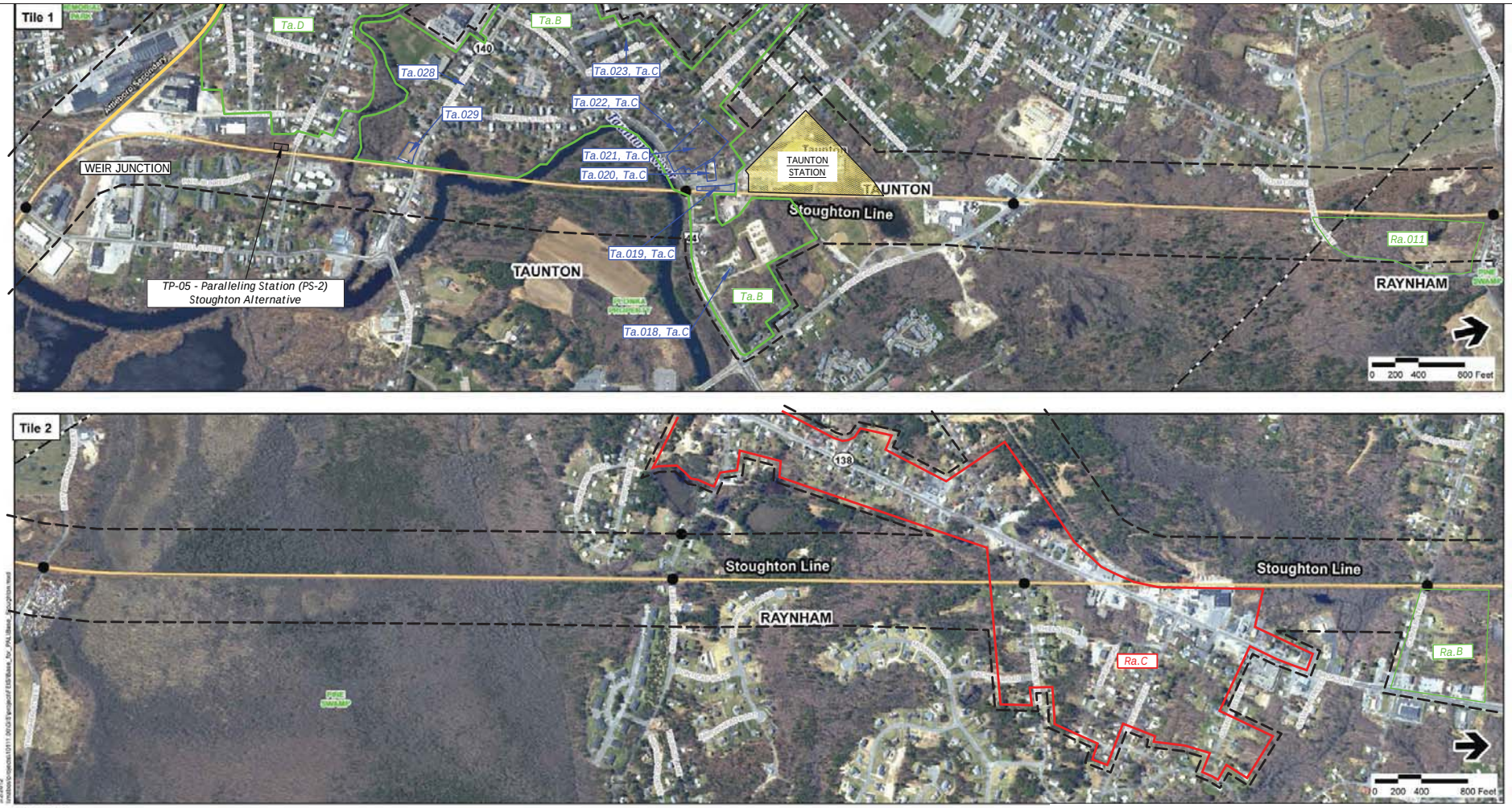
- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)

Index Map



Figure 4.8-5

Stoughton Line
Weir Junction to Canton Junction



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)

Index Map



Figure 4.8-6

Stoughton Line
Weir Junction to Canton Junction



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)

Index Map



Figure 4.8-7

Whittenton Branch

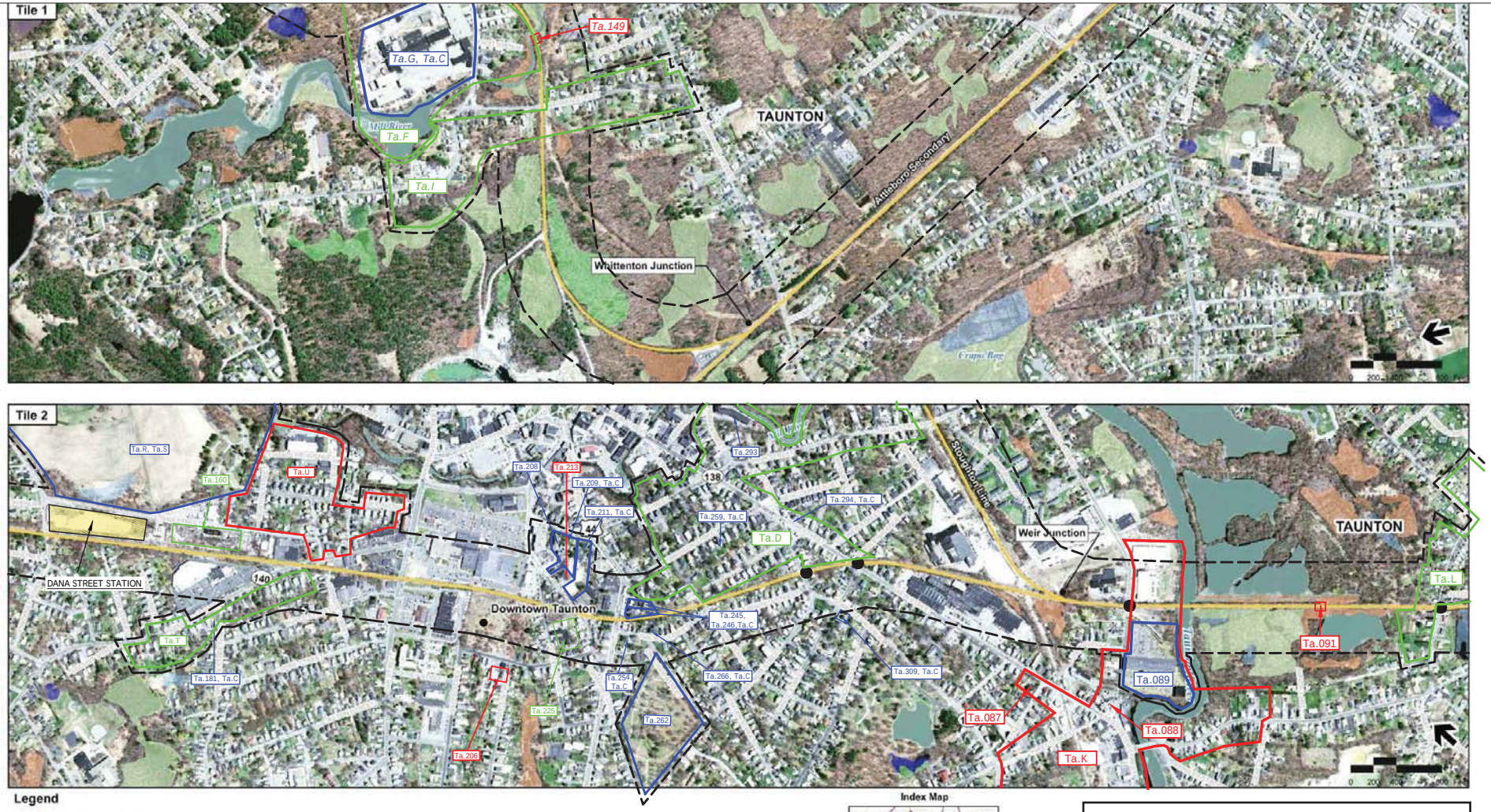


Figure 4.8-8

Whittenton Branch



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)

Index Map



Figure 4.8-9

New Bedford Main Line to WeirJunction



Figure 4.8-10

New Bedford Main Line
to Weir Junction

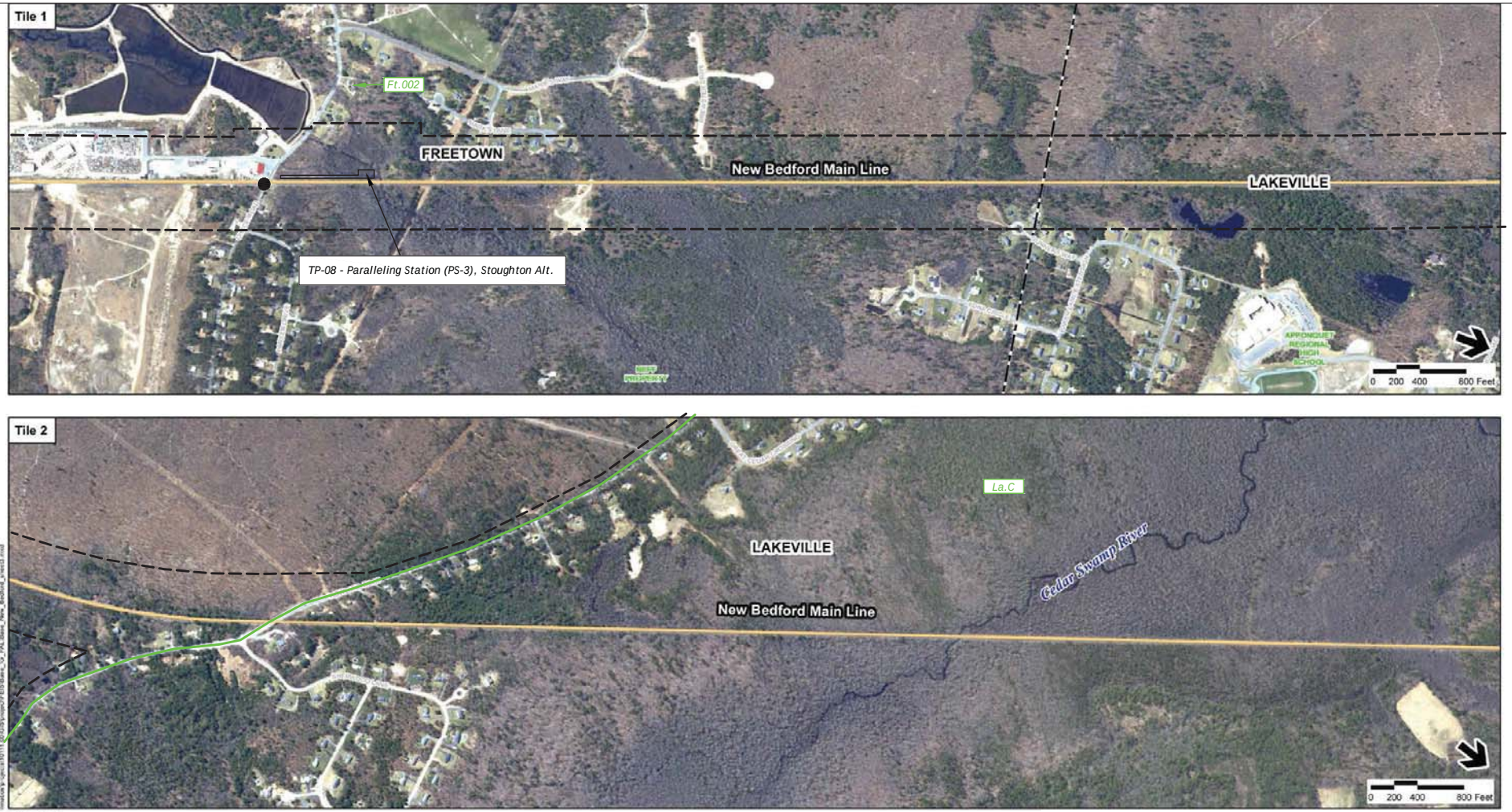


Figure 4.8-11

New Bedford Main Line
to Weir Junction



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)

Index Map



Figure 4.8-12

New Bedford Main Line to Weir Junction



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)



Figure 4.8-13

New Bedford Main Line to Weir Junction



Legend

- Proposed Rail Alternative
- Grade Crossings
- Proposed Station Site
- Existing Layover Facilities
- MBTA Commuter Rail Station
- Town Boundaries

- Area of Potential Effect for Above Ground Properties
- NB.052 — Properties Determined Eligible for Listing in the National Register of Historic Places as part of the South Coast Rail Project
- NB.052 — Properties Previously Listed or Determined Eligible for Listing in the National Register of Historic Places, National Historic Landmarks, or Properties Listed in the State Register of Historic Places
- NB.052 — Properties Recommended Not Eligible for National Register Listing (including properties demolished or outside the APE)

Index Map



Figure 4.8-14

Fall River Secondary to Myricks Junction



Figure 4.8-15

Fall River Secondary to Myricks Junction



Figure 4.8-16

Fall River Secondary to Myricks Junction

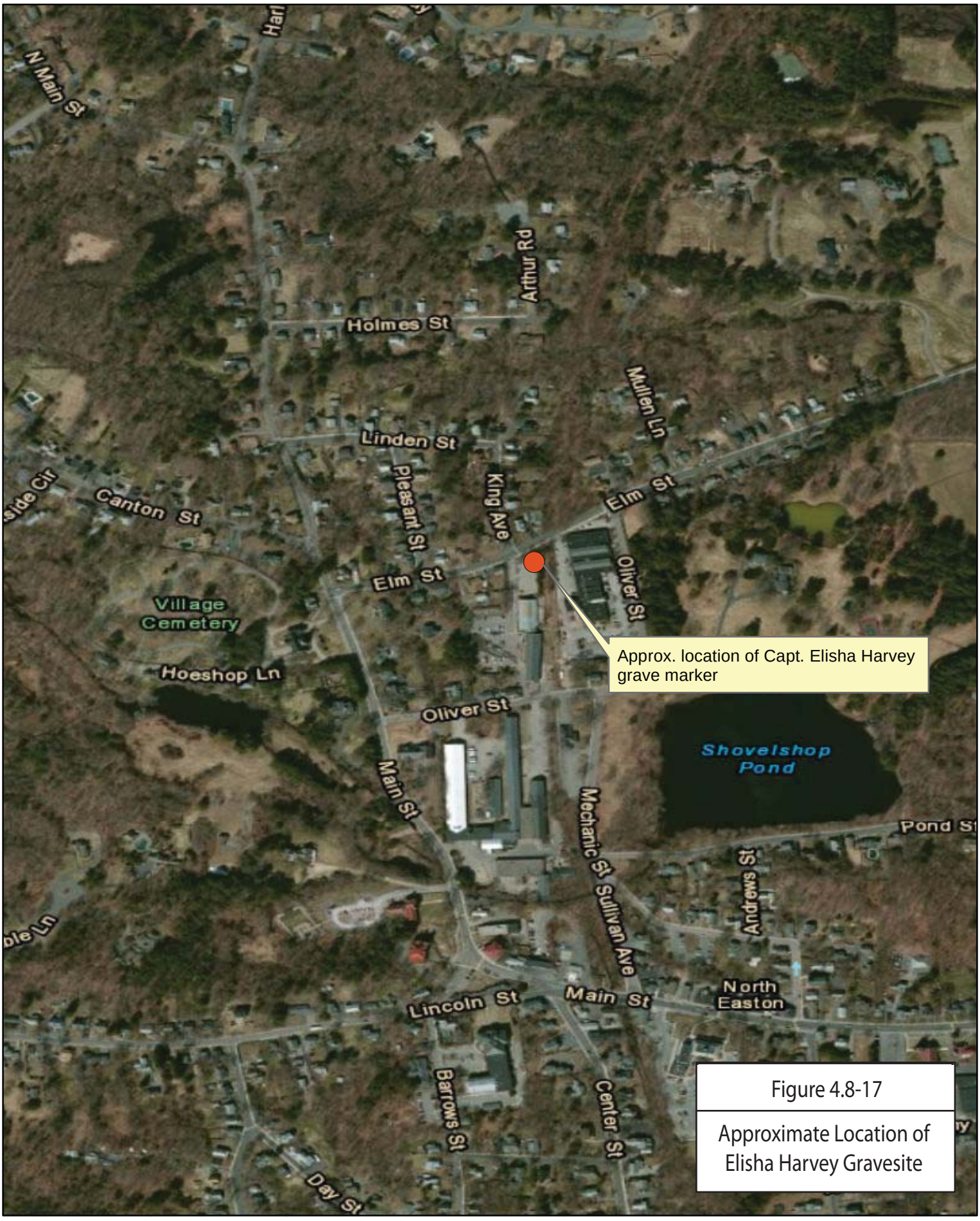


Figure 4.8-17

Approximate Location of Elisha Harvey Gravesite

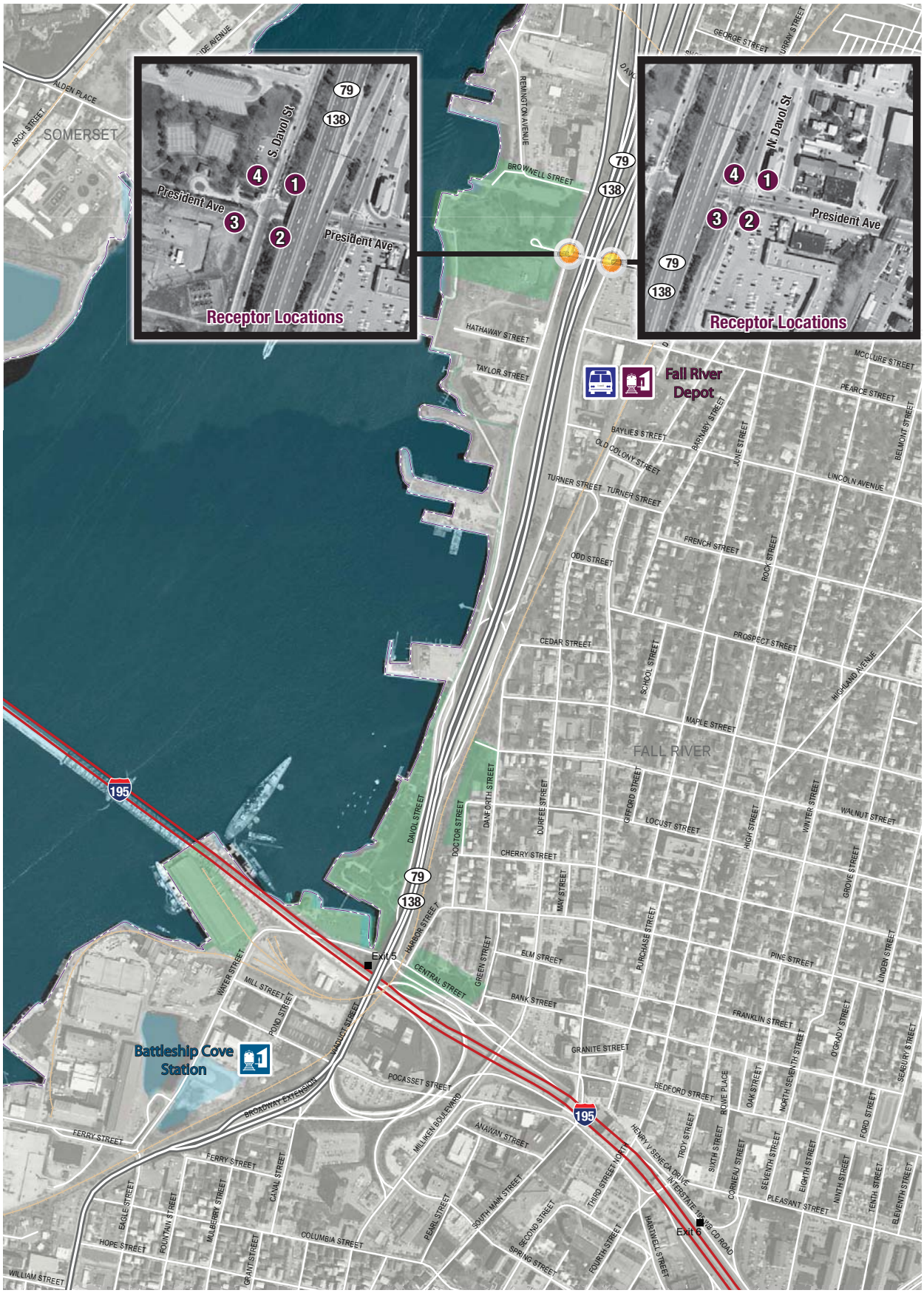
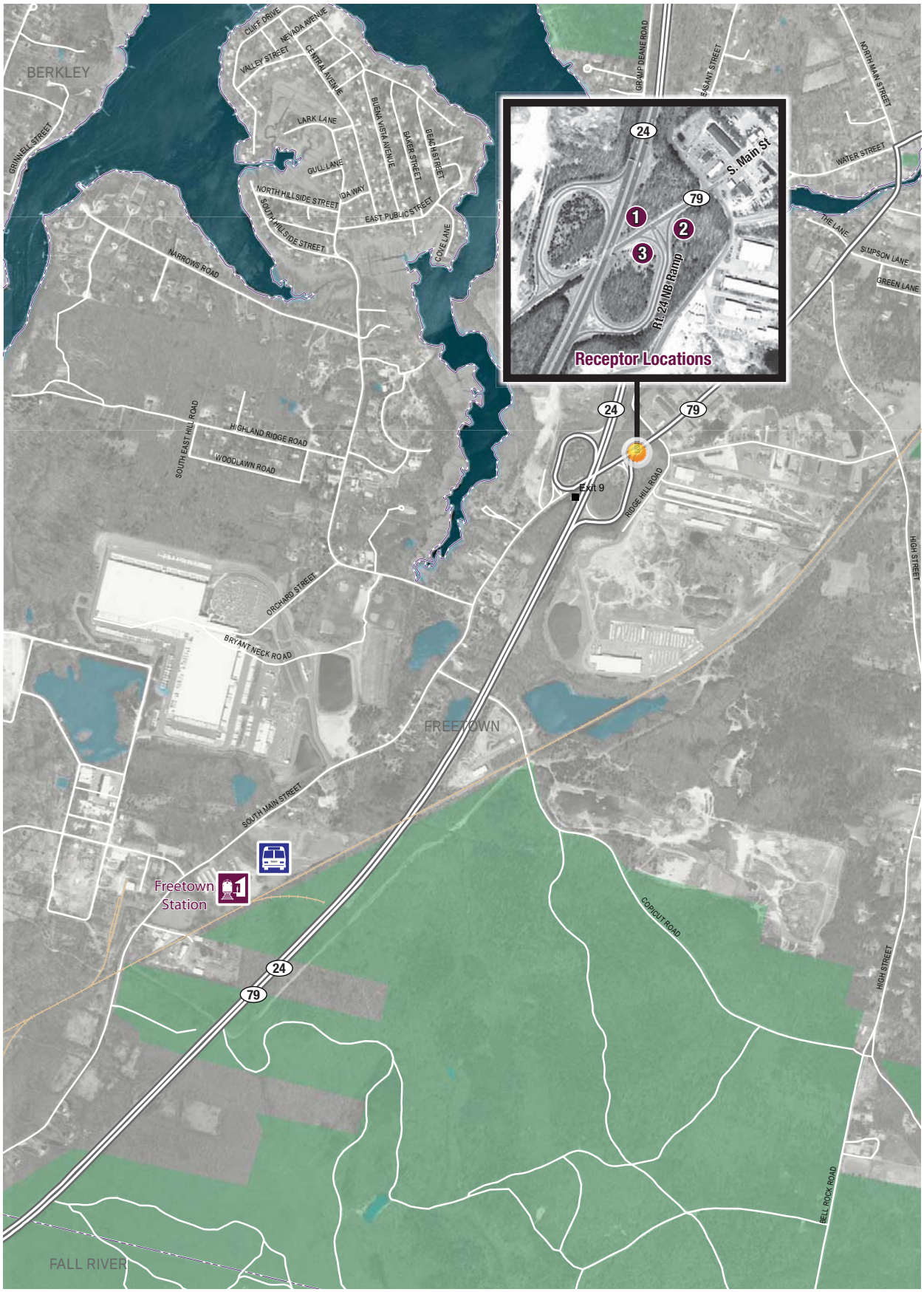


Figure 4.9-1

Fall River - Microscale Air Quality Study Area Intersections and Receptor Locations

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\\Vhb\proj\Boston\10111.00\graphics\FIGURES\Traffic\Air Quality.indd page 2 28\Jul\09

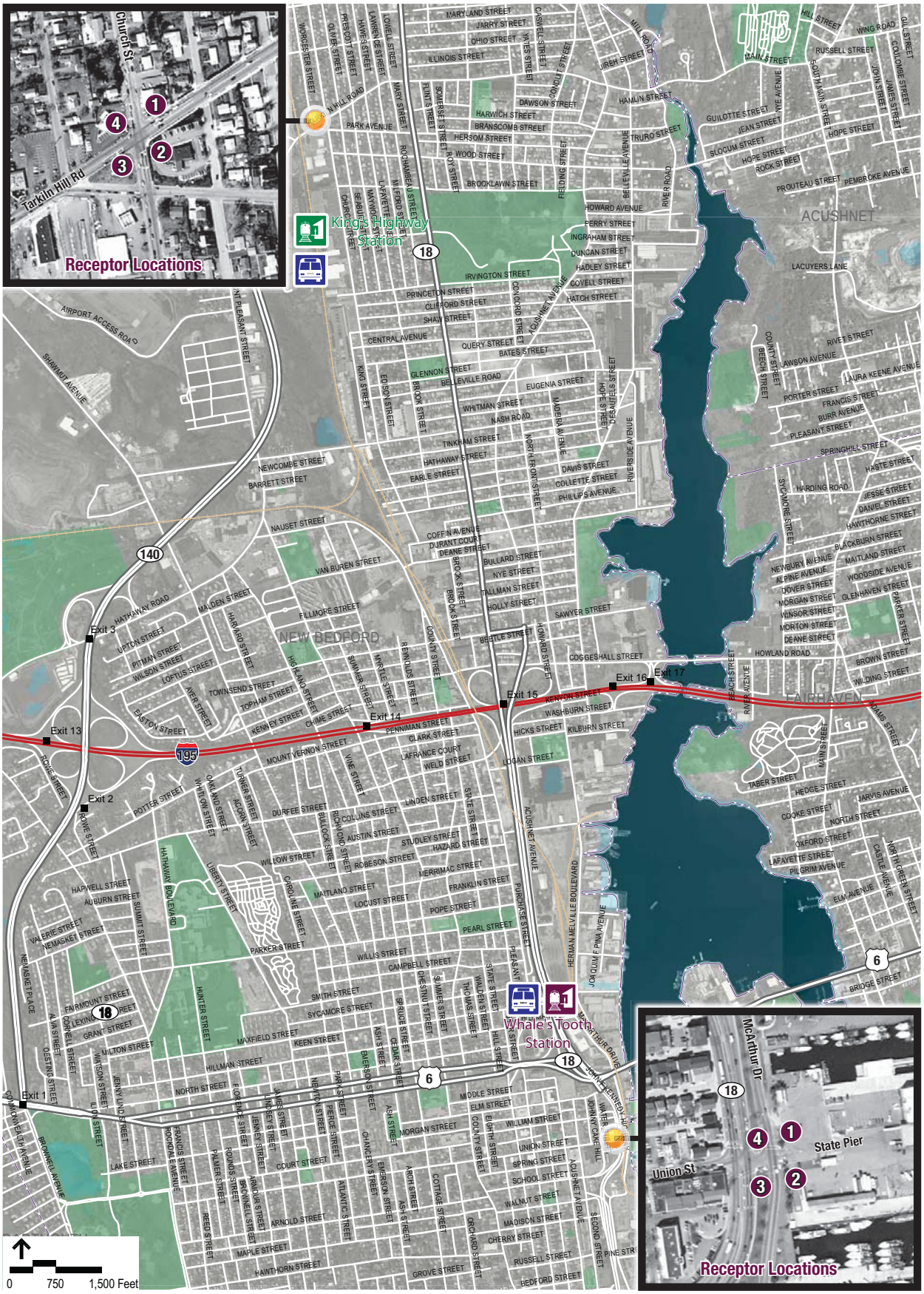
Legend

- Study Intersections
- Receptor Location
- Commuter Rail Station Location
- Rapid Bus Station Location

0 500 1,000 Feet

Figure 4.9-2

Freetown - Microscale Air Quality Study Area Intersections and Receptor Locations



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Legend

- Study Intersections
- Receptor Location
- Commuter Rail Station Location
- Rapid Bus Station Location

0 750 1,500 Feet

Figure 4.9-3

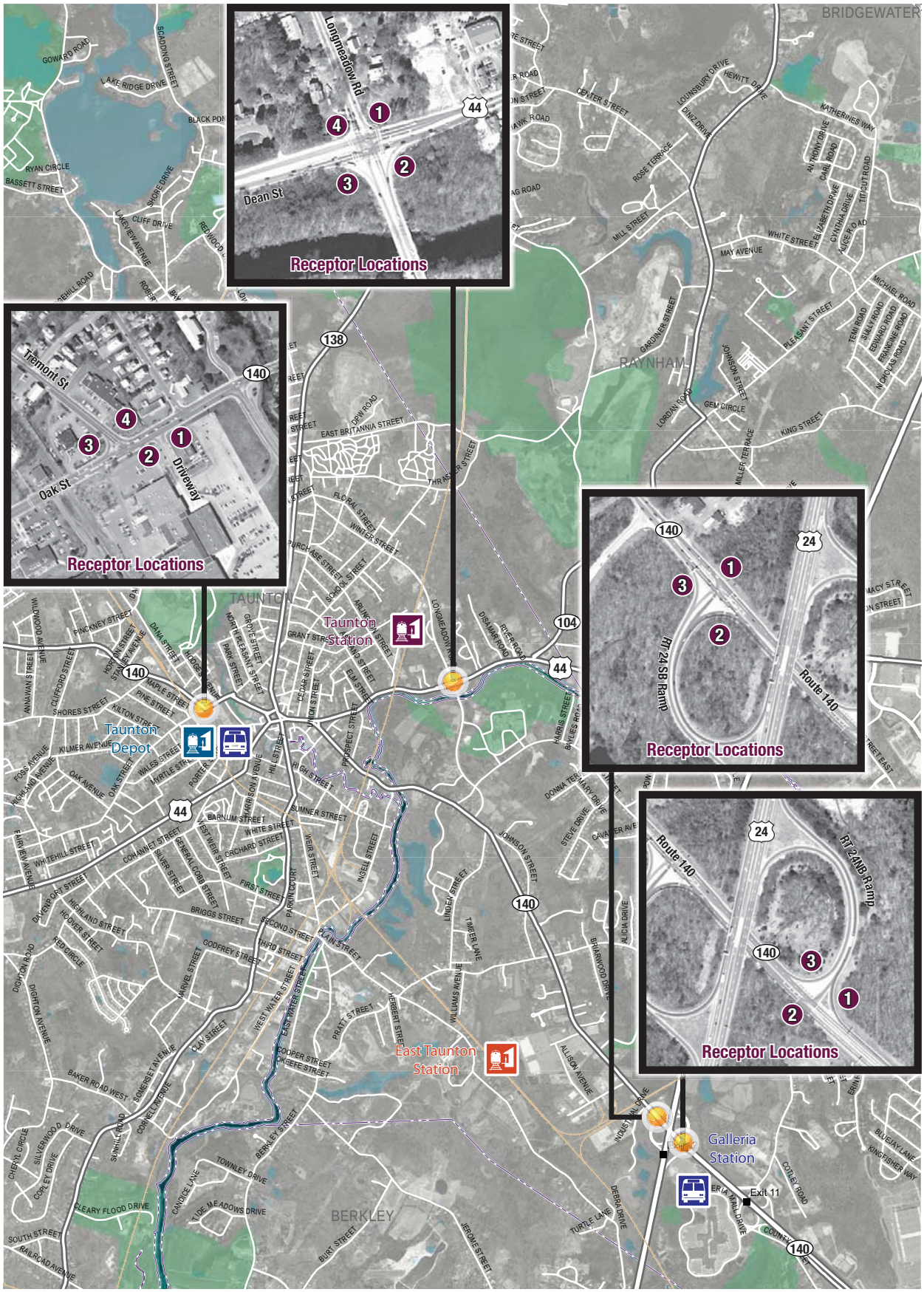
New Bedford - Microscale Air Quality Study Area Intersections and Receptor Locations



Air Quality_8-6-12.indd page 8 01\Oct\12

Figure 4.9-4

Stoughton Station
Microscale Air Quality Study Area
Intersections and Receptor Locations



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Figure 4.9-5

Taunton - Microscale Air Quality Study Area Intersections and Receptor Locations



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Legend

- Study Intersections
- Receptor Location
- Commuter Rail Station Location
- Rapid Bus Station Location

0 900 1,800 Feet

Figure 4.9-6

Easton - Microscale Air Quality Study Area Intersections and Receptor Locations



Legend

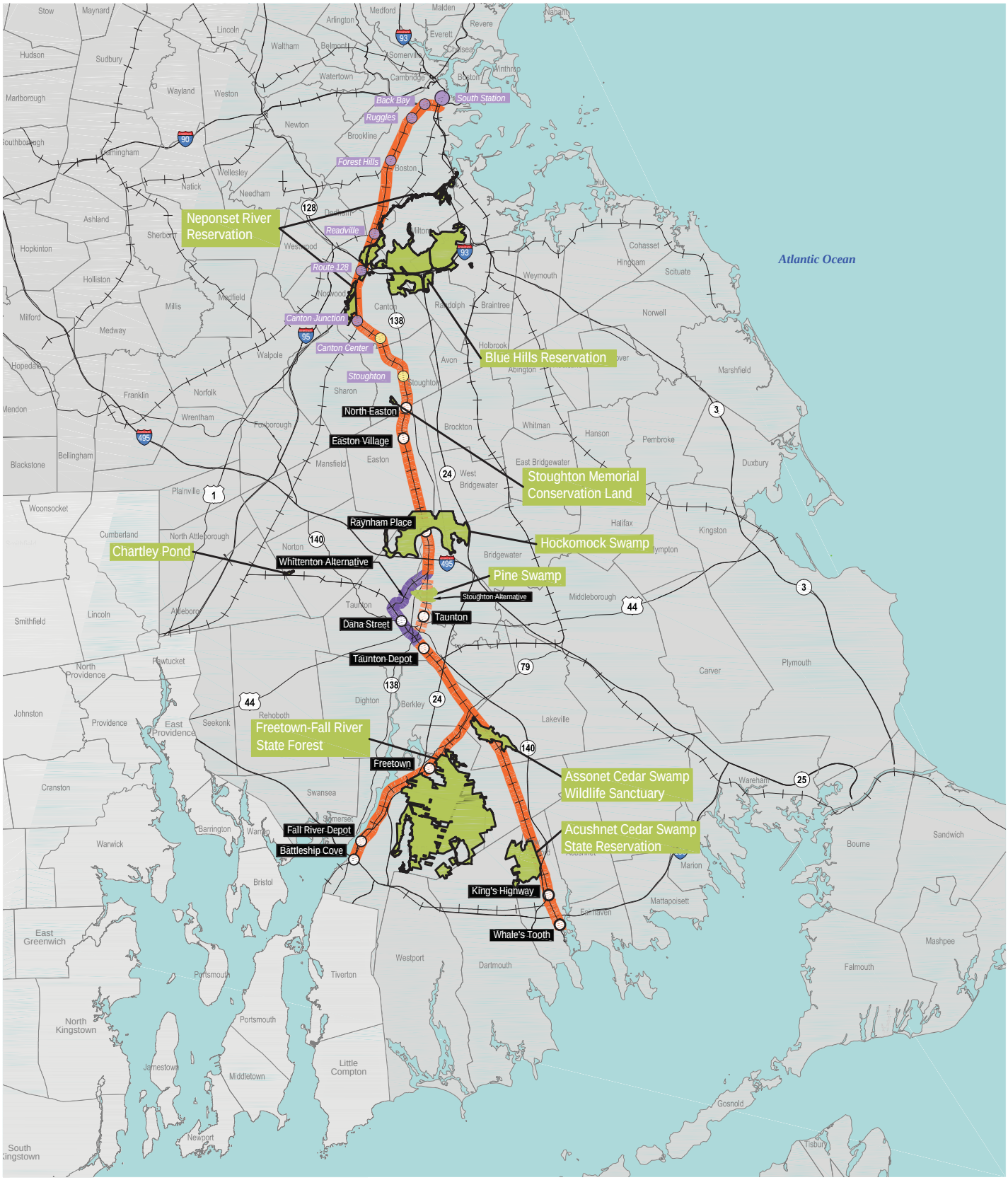
- Study Intersections
- Receptor Location
- Commuter Rail Station Location
- Rapid Bus Station Location

0 1,000 2,000 Feet

Figure 4.9-7

Raynham - Microscale Air Quality Study Area Intersections and Receptor Locations

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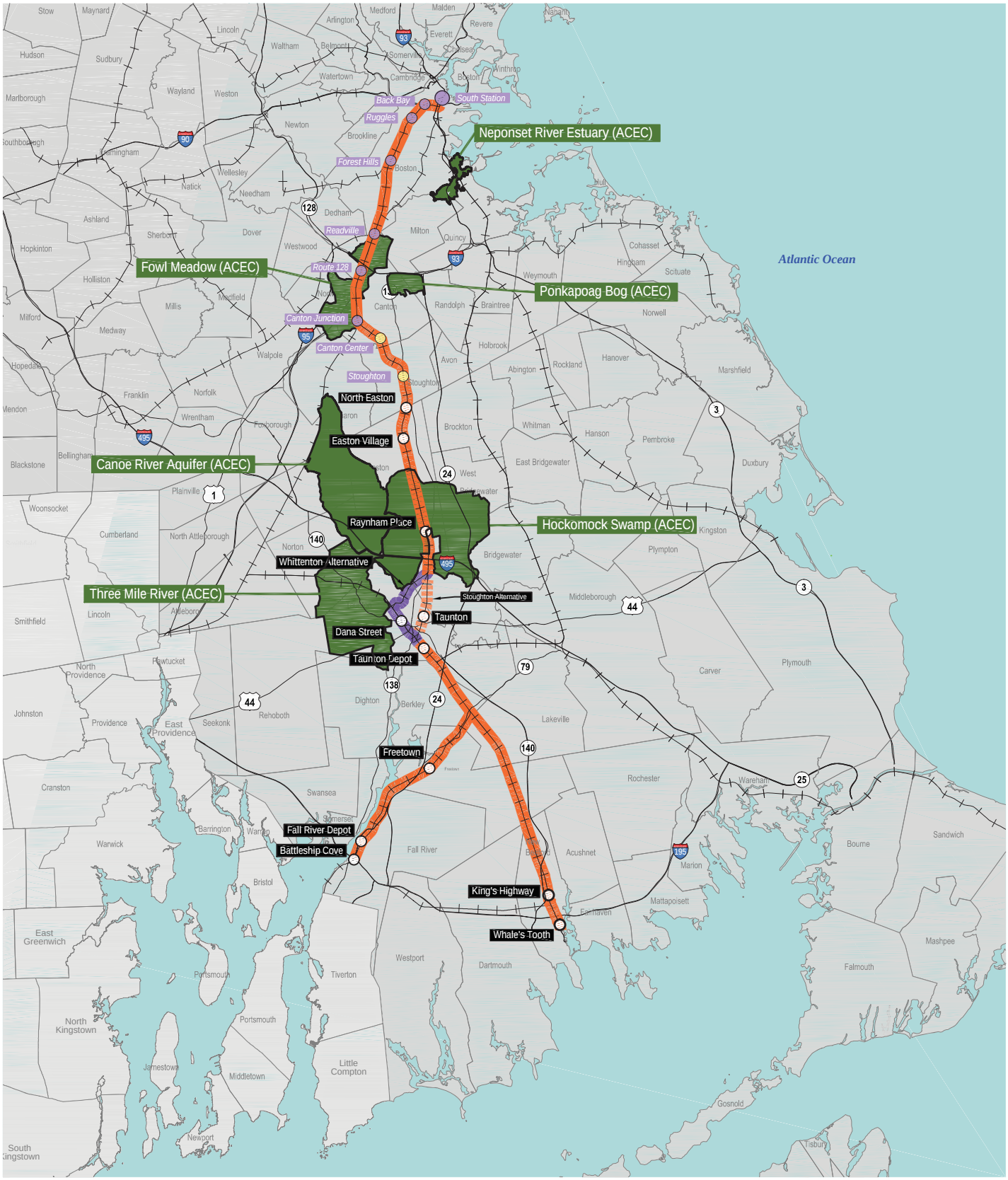
Legend

- Stoughton Alternative
- **Whittenton Alternative**
- **Existing Stations**
- **Proposed Stations**
- **Existing Stations to be Reconstructed**
- **Public and Private Open Space**

0 4 8 Miles

Figure 4.10-1

Major Open Spaces



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Legend

- Stoughton Alternative
- Whittenton Alternative
- Existing Stations
- Proposed Stations
- Existing Stations to be Reconstructed
- Areas of Critical Enviromental Concern (ACEC)

0 4 8 Miles

Figure 4.10-2

Areas of Critical Environmental Concerns (ACECs)





Printing Date: 4/22/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

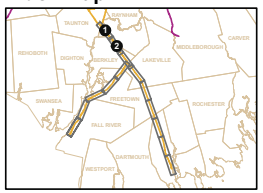


Figure 4.10-3a

All Rail Alternatives,
New Bedford Main Line: Protected Open Spaces and ACECs

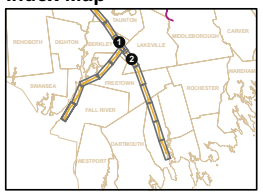


Printing Date: 4/22/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

Index Map



* Traction power stations are only required for electric rail alternative

Figure 4.10-3b

All Rail Alternatives, New Bedford Main Line: Protected Open Spaces and ACECs

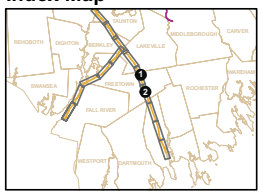


Printing Date: 4/22/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

Index Map



* Traction power stations are only required for electric rail alternative

Figure 4.10-3c

All Rail Alternatives, New Bedford Main Line: Protected Open Spaces and ACECs



Printing Date: 4/2/2009
File: \\Watcost\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\RailOptionsAllRail_NewBedford_Page4.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

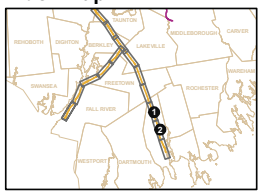


Figure 4.10-3d

All Rail Alternatives,
New Bedford Main Line: Protected Open Spaces and ACECs



Printing Date: 4/22/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

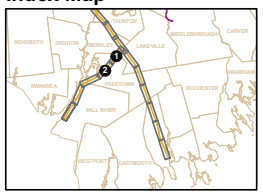


Figure 4.10-4a

All Rail Alternatives, Fall River Secondary: Protected Open Spaces and ACECs





Printing Date: 4/22/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

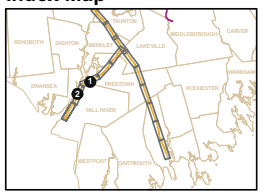


Figure 4.10-4b

All Rail Alternatives,
Fall River Secondary: Protected Open Spaces and ACECs



Printing Date: 4/22/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

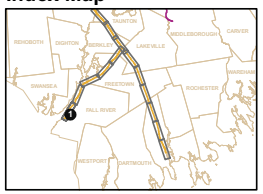


Figure 4.10-4c

All Rail Alternatives,
Fall River Secondary: Protected Open Spaces and ACECs



Printing Date: 1/30/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

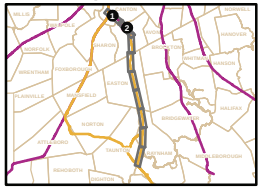
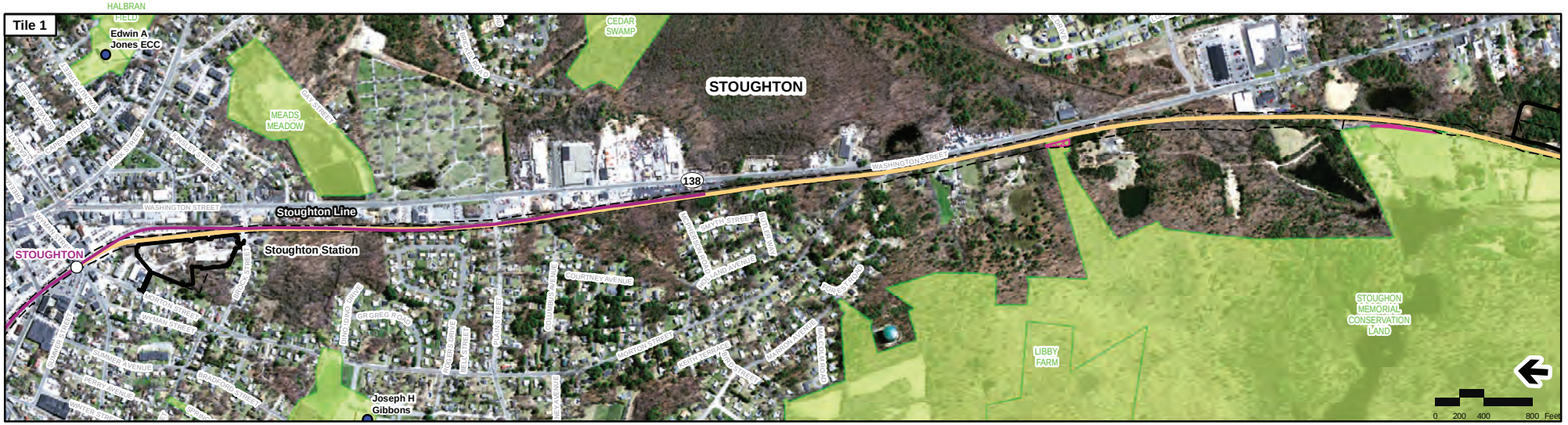


Figure 4.10-5a

Stoughton Alternatives
Stoughton Line

Protected Open Space and ACECs





Printing Date: 12/3/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

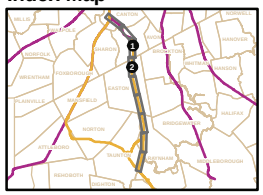


Figure 4.10-5b

Stoughton Alternatives
Stoughton Line

Protected Open Space
and ACECs



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

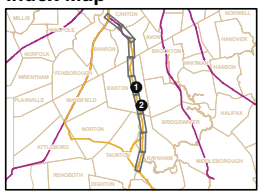


Figure 4.10-5c

Stoughton Alternatives
Stoughton Line

Protected Open Space and ACECs

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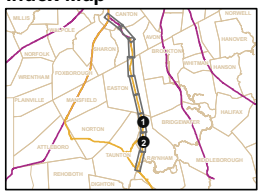


Printing Date: 3/18/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

Index Map



* Traction power stations are only required for electric rail alternative

Figure 4.10-5d

Stoughton Alternatives
Stoughton Line

Protected Open Space
and ACECs



Printing Date: 3/18/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

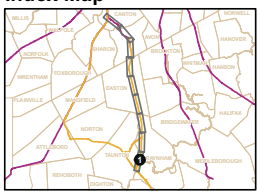


Figure 4.10-5e

Stoughton Alternatives
Stoughton Line

Protected Open Space
and ACECs





Printing Date: 4/24/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

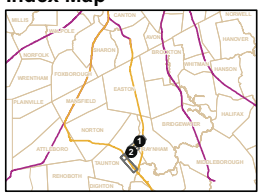


Figure 4.10-6a

Whittenton Alternatives
Whittenton Branch

Protected Open Space and ACECs



Printing Date: 2/11/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Area of Critical Environmental Concern (ACEC)
- Schools
- Protected Open Space
- Impacted Protected Open Space

* Traction power stations are only required for electric rail alternative

Index Map

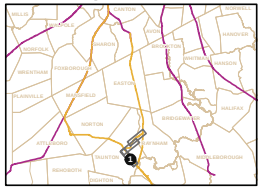


Figure 4.10-6b
Whittenton Alternatives Whittenton Branch
Protected Open Space and ACECs

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Legend

- Limit of Disturbance
- South Coast Rail
- Proposed Station
- Proposed Station Platform
- Traction Power Station

Figure 4.10-7

Property Acquisition at
Stoughton Memorial Conservation Land



Printing Date: 4/21/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\EC\OpenSpaceStations.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-8

Battleship Cove Station

Protected Open Spaces and ACECs



Printing Date: 4/21/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\EC\OpenSpaceStations.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- MBTA Commuter Rail Station
- MBTA Commuter Rail
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-9

Canton Center Station

Protected Open Spaces and ACECs



Printing Date: 1/31/2013
File: \\nabos\projects\10111.00\GIS\project\FEIS\Corps_Berger\OS_Station_Dana.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-10

Dana Street Station

Protected Open Spaces and ACECs



Printing Date: 6/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\EC\OpenSpaceStations.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-11

Easton Village Station

Protected Open Spaces and ACECs



Printing Date: 6/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\EC\OpenSpaceStations.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-12

Fall River Depot Station

Protected Open Spaces and ACECs



Printing Date: 6/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\EC\OpenSpaceStations.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-13

Freetown Station

Protected Open Spaces and ACECs



Printing Date: 6/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\EC\OpenSpaceStations.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-14

King's Highway Station

Protected Open Spaces and ACECs

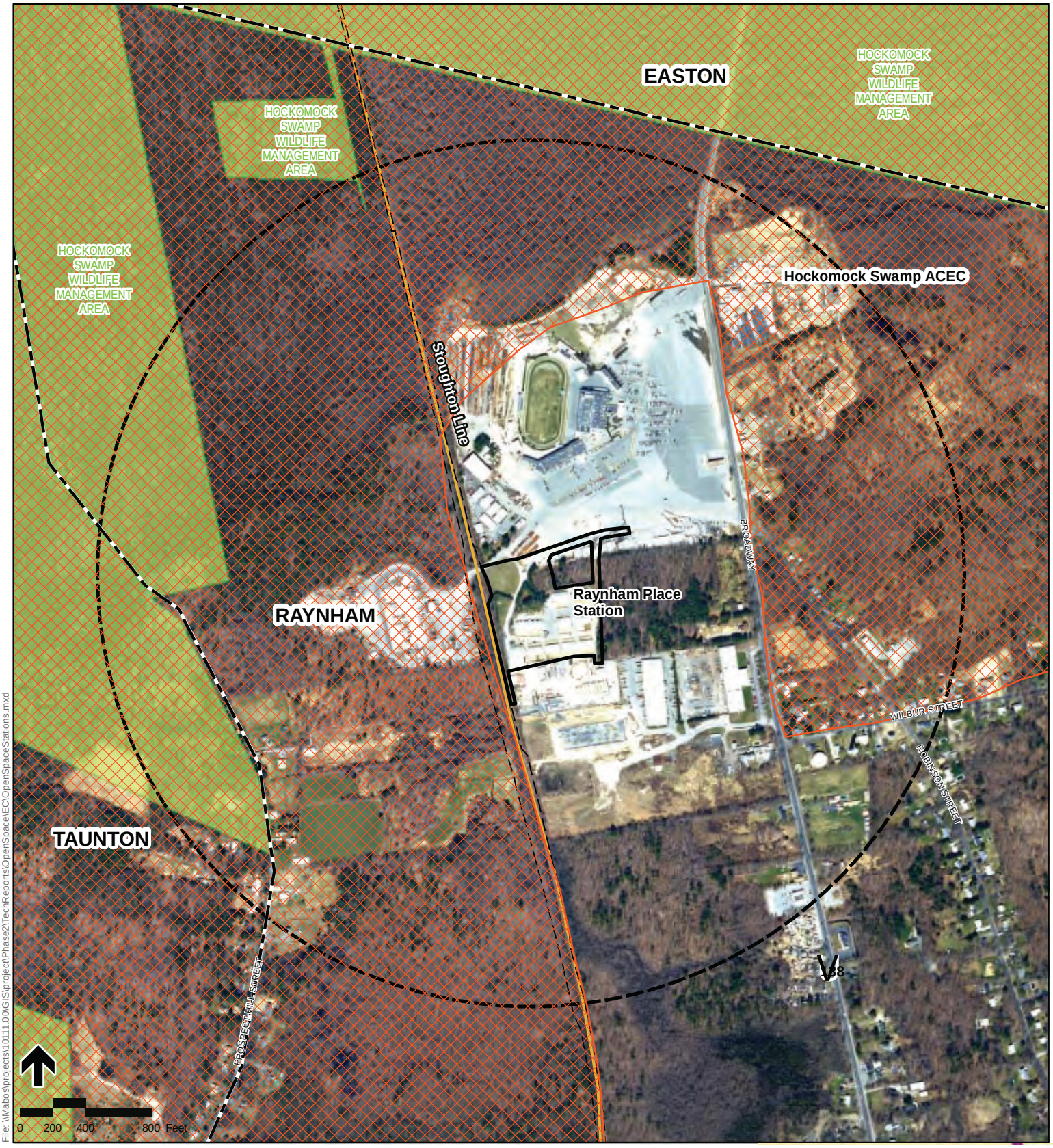


Printing Date: 6/18/2009
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Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-15
North Easton Station
Protected Open Spaces and ACECs



Printing Date: 6/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\EC\OpenSpaceStations.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-16

Raynham Park Station

Protected Open Spaces and ACECs



Printing Date: 1/31/2013
File: \\nabos\projects\10111.00\GIS\project\FEIS\Corps_Berger\OS_Station_Stoughton.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- MBTA Commuter Rail Station
- MBTA Commuter Rail
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-17

Stoughton Station

Protected Open Spaces and ACECs



Printing Date: 6/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\EC\OpenSpaceStations.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-18

Taunton Station

Protected Open Spaces and ACECs



Printing Date: 6/18/2009
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Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-19

Taunton Depot Station

Protected Open Spaces and ACECs



Printing Date: 6/18/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2TechReports\OpenSpace\EC\OpenSpaceStations.mxd

Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Alternative
- Half-mile Radius of Proposed Stations
- Limit of Work for Proposed Station
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-20

Whale's Tooth Station

Protected Open Spaces and ACECs



Printing Date: 6/18/2009
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Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Rail
- Half-mile Radius of Proposed Layover Site
- Limit of Work for Proposed Layover Facility
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-21

Layover Facility at Wamsutta Site

Protected Open Spaces and ACECs



Printing Date: 6/18/2009
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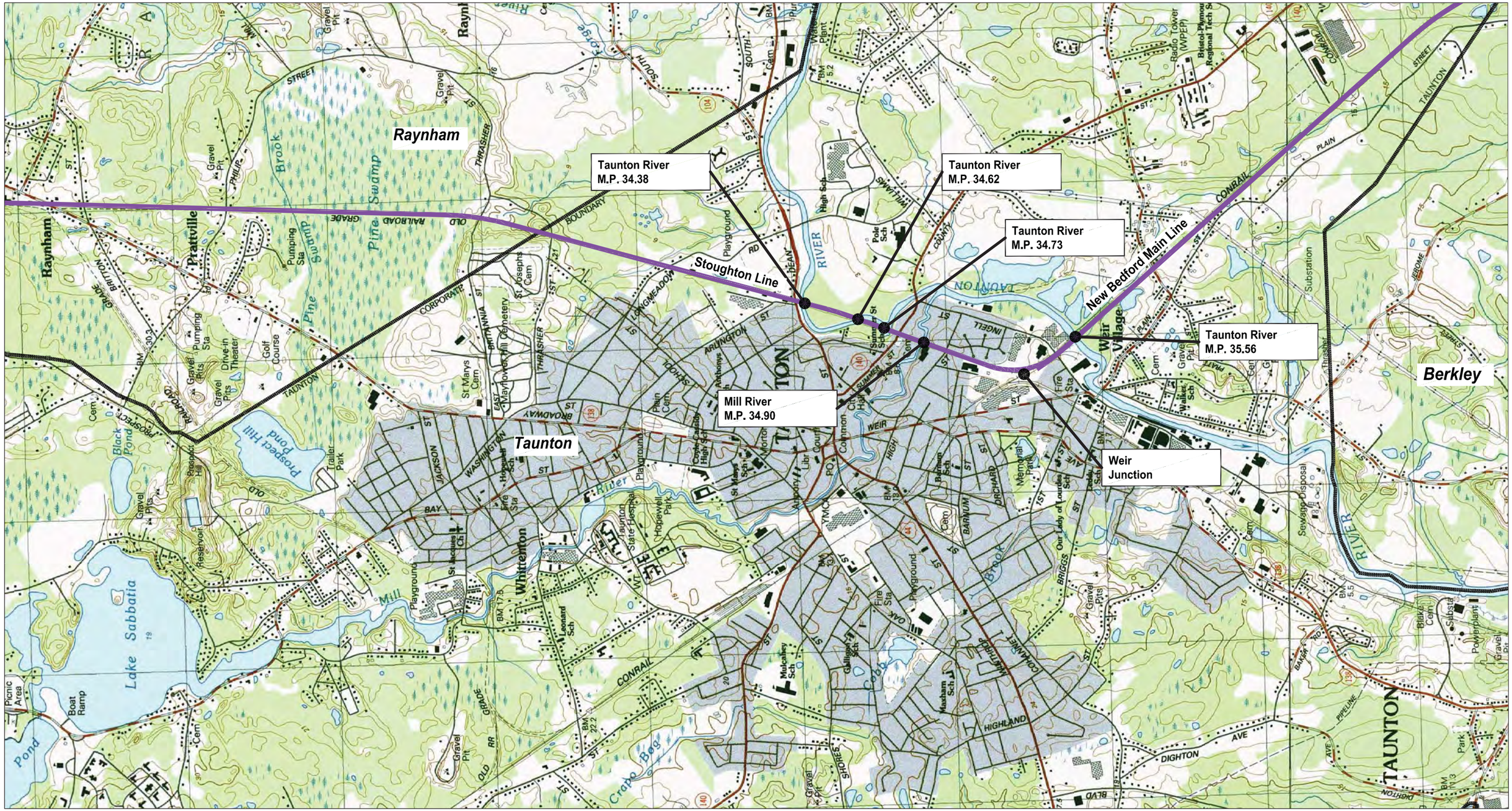
Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Rail
- Half-mile Radius of Proposed Layover Site
- Limit of Work for Proposed Layover Facility
- School
- Protected Open Space
- Area of Critical Environmental Concern
- Impacted Protected Open Space

Figure 4.10-22

Layover Facility at Weaver's Cove Site

Protected Open Spaces and ACECs



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Figure 4.10-23

Taunton and Mill Rivers Bridges

WIDEN PEARCE STREET BRIDGE

STAIRS TO PLATFORM FROM PEARCE STREET

INBOUND

800'L x 12'W HIGH LEVEL PLATFORM

BIKE RACKS

TRANSITIONAL PLAZA (AT PLATFORM ELEVATION)

APPROXIMATE PROPERTY BOUNDARY (TYP.)

500'L CANOPY

Durfee Street
OUTBOUND

WIDEN TURNER STREET BRIDGE

ADA PARKING

MATCH TRACK LIMITS OF WORK (TYP.)

PARALLELING STATION (ELECTRIFICATION ALTERNATIVES ONLY)

UP

RAMP

EXISTING BUILDINGS TO BE DEMOLISHED

Pearce Street

DROPOFF SPACES

BUS DROP OFF ONLY

Turner Street

APPROXIMATE LIMIT OF WORK (TYP.)

EXISTING BUILDINGS TO BE DEMOLISHED

ONE-WAY

PROPOSED 6' WALK

ONE-WAY

138

N Davol Street

EDGE OF DECK OVERHEAD (SEE INSET)

79

PROPOSED 6' WALK

N Davol Street

138

\\mabos\projects\10111.00\graphics\FIGURES\FEIS\10111_FRD_Fig3-3.dwg Printing Date: 5/24/2012

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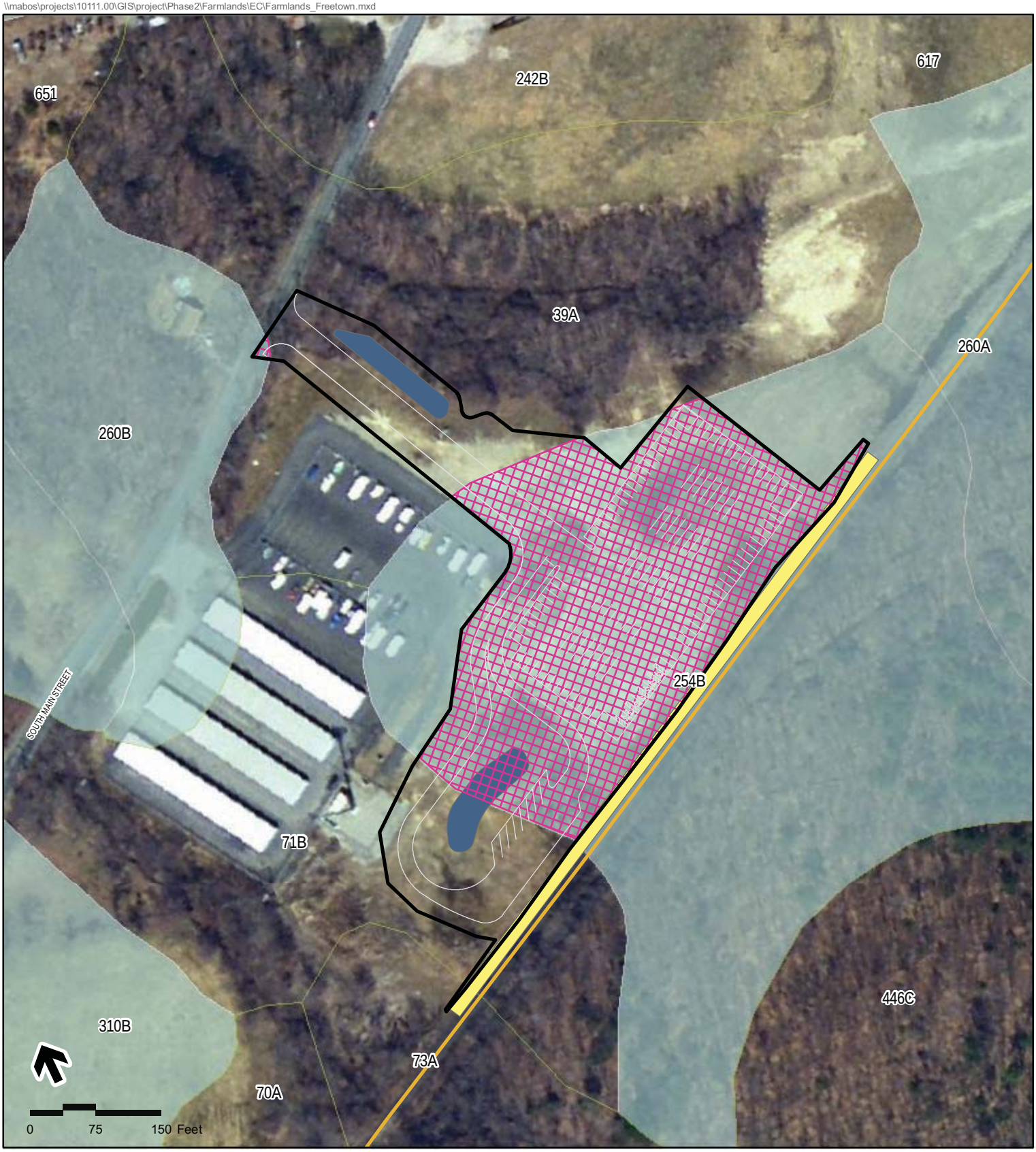
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Retaining Wall
- Property Boundary
- Proposed Roadway
- Limit of Work

Figure 4.10-24

Fall River Depot Station Plan View

4/10/2008
\\mabos\projects\10111.00\GIS\project\Phase2\Farmlands\EC\Farmlands_Freetown.mxd



Legend

- Proposed Alternative
- Limit of Work for Proposed Station
- Impacted Farmland Soils
- Parking Area
- Platform
- Drainage Basin
- Areas of Prime Farmland Soils
- Farmland of Statewide Importance
- Farmland of Unique Importance
- Not Prime Farmland

305C Map Unit Symbol

Figure 4.11-1

Freetown Station Site Farmland Soils

4/10/2008
\\mabos\projects\10111.00\GIS\project\Phase2\Farmlands\EC\Farmlands_TauntonNorth.mxd



Legend

- Proposed Alternative
- Limit of Work for Proposed Station
- Parking Area
- Platform
- Drainage Basin
- Areas of Prime Farmland Soils
- Farmland of Statewide Importance
- Farmland of Unique Importance
- Not Prime Farmland
- Impacted Farmland Soils
- **305C** Map Unit Symbol

Figure 4.11-2

Taunton Depot Station Site Farmland Soils

4/10/2008
\\mabos\projects\10111.00\GIS\project\Phase2\Farmlands\EC\Farmlands_NorthEaston.mxd



Legend

- Proposed Alternative
- Limit of Work for Proposed Station
- Parking Area
- Platform
- Drainage Basin
- Areas of Prime Farmland Soils
- Farmland of Statewide Importance
- Farmland of Unique Importance
- Not Prime Farmland
- Impacted Farmland Soils
- **305C** Map Unit Symbol

Figure 4.11-3

North Easton Station Site Farmland Soils



Printing Date: 1/14/2009
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\Farmlands\Stations_Farmlands.mxd

Figure 4.11-4

Dana Street Station Site
Farmland Soils

5/6/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Farmlands\EC\Farmlands_Stoughton_TractionStations.mxd



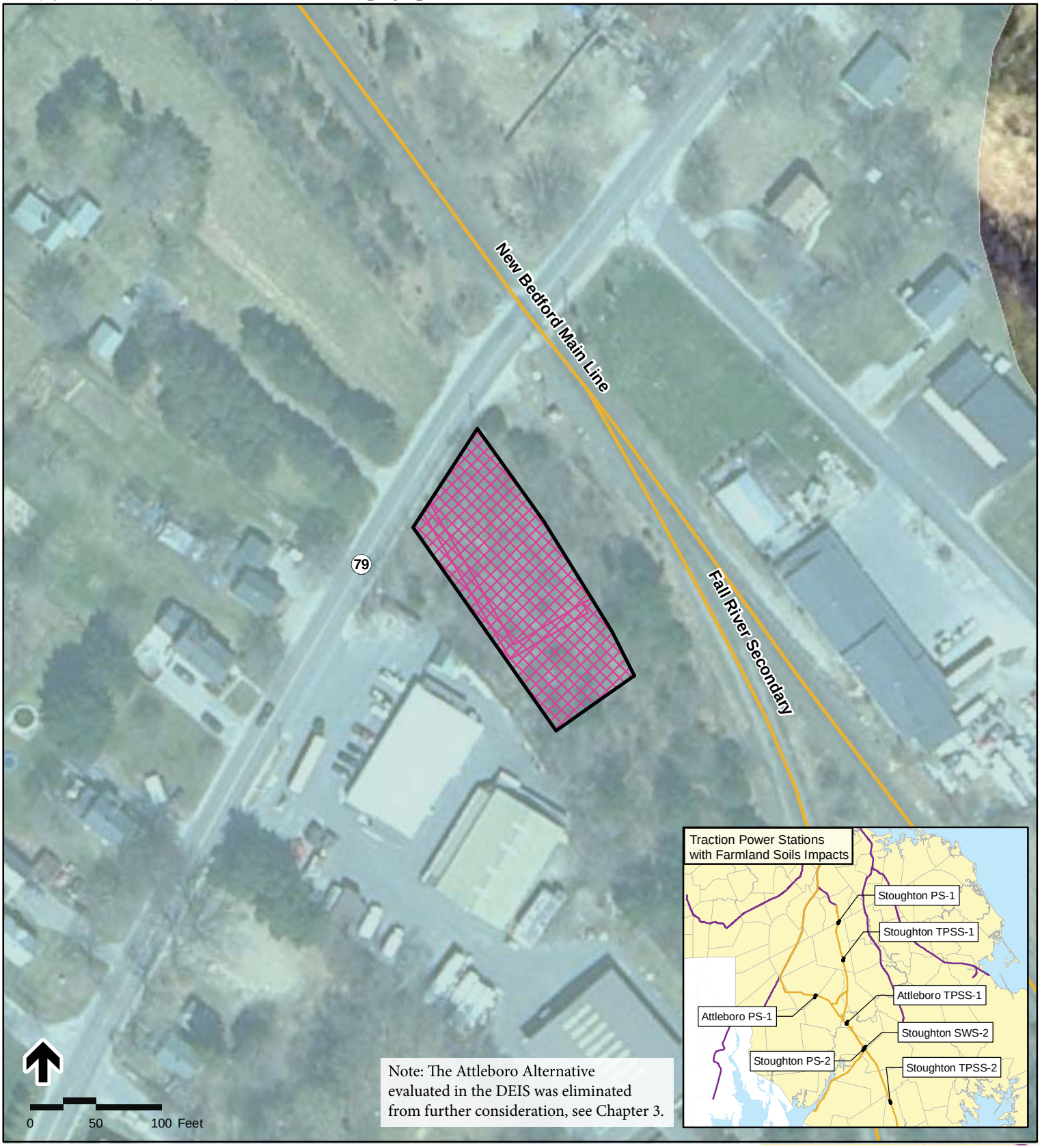
Legend

- Proposed Alternative
- Limit of Work for Traction Power Site
- Areas of Prime Farmland Soils
- Farmland of Statewide Importance
- Farmland of Unique Importance
- Not Prime Farmland
- Impacted Farmland Soil
- **305C** Map Unit Symbol

Figure 4.11-5

Stoughton PS-1 Traction Power Station Farmland Soils

5/6/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Farmlands\EC\Farmlands_Stoughton_TractionStations.mxd



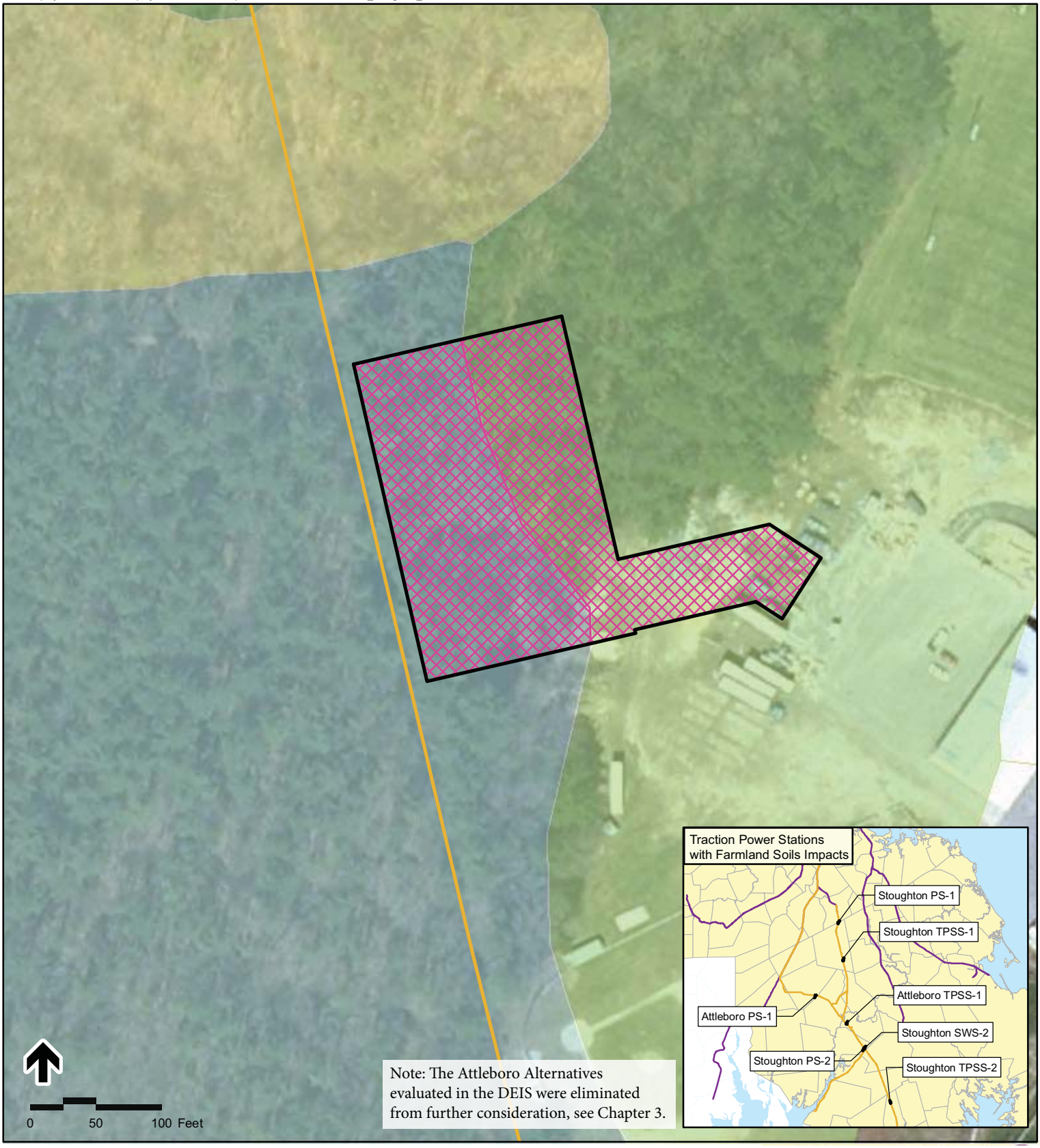
Legend

- Proposed Alternative
- Limit of Work for Traction Power Site
- Areas of Prime Farmland Soils
- Farmland of Statewide Importance
- Farmland of Unique Importance
- Not Prime Farmland
- Impacted Farmland Soil
- **305C** Map Unit Symbol

Figure 4.11-6

Stoughton SWS-2 Traction Power Station Farmland Soils

5/6/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Farmlands\EC\Farmlands_Stoughton_TractionStations.mxd



Legend

- Proposed Alternative
- Limit of Work for Traction Power Site
- Areas of Prime Farmland Soils
- Farmland of Statewide Importance
- Farmland of Unique Importance
- Not Prime Farmland
- Impacted Farmland Soil
- **305C** Map Unit Symbol

Figure 4.11-7

Stoughton TPSS-1 Traction Power Station Farmland Soils

5/6/2009
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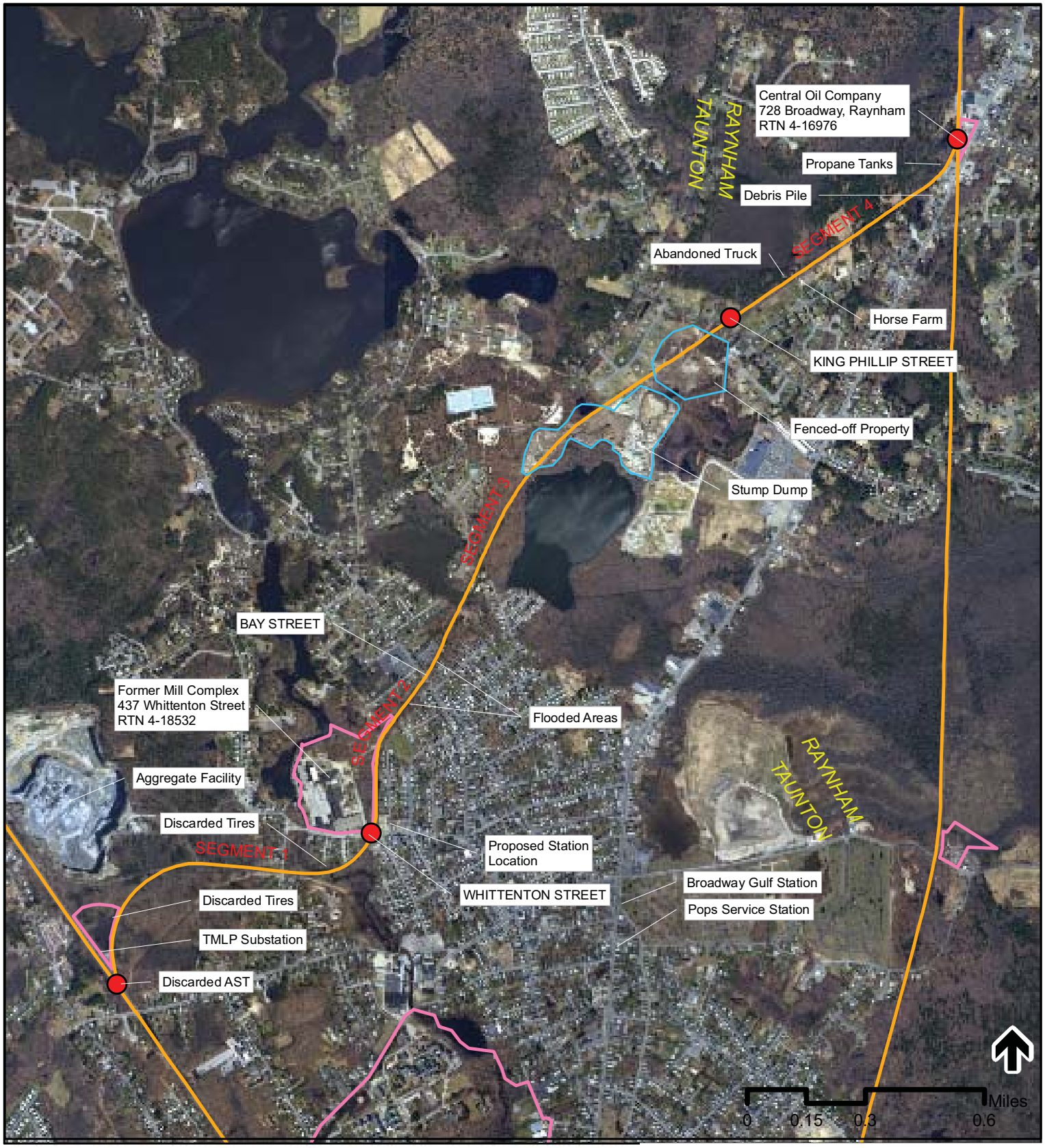


Legend

- Proposed Alternative
- Limit of Work for Traction Power Site
- Areas of Prime Farmland Soils
- Farmland of Statewide Importance
- Farmland of Unique Importance
- Not Prime Farmland
- Impacted Farmland Soil
- **305C** Map Unit Symbol

Figure 4.11-8

Stoughton TPSS-2 Traction Power Station Farmland Soils



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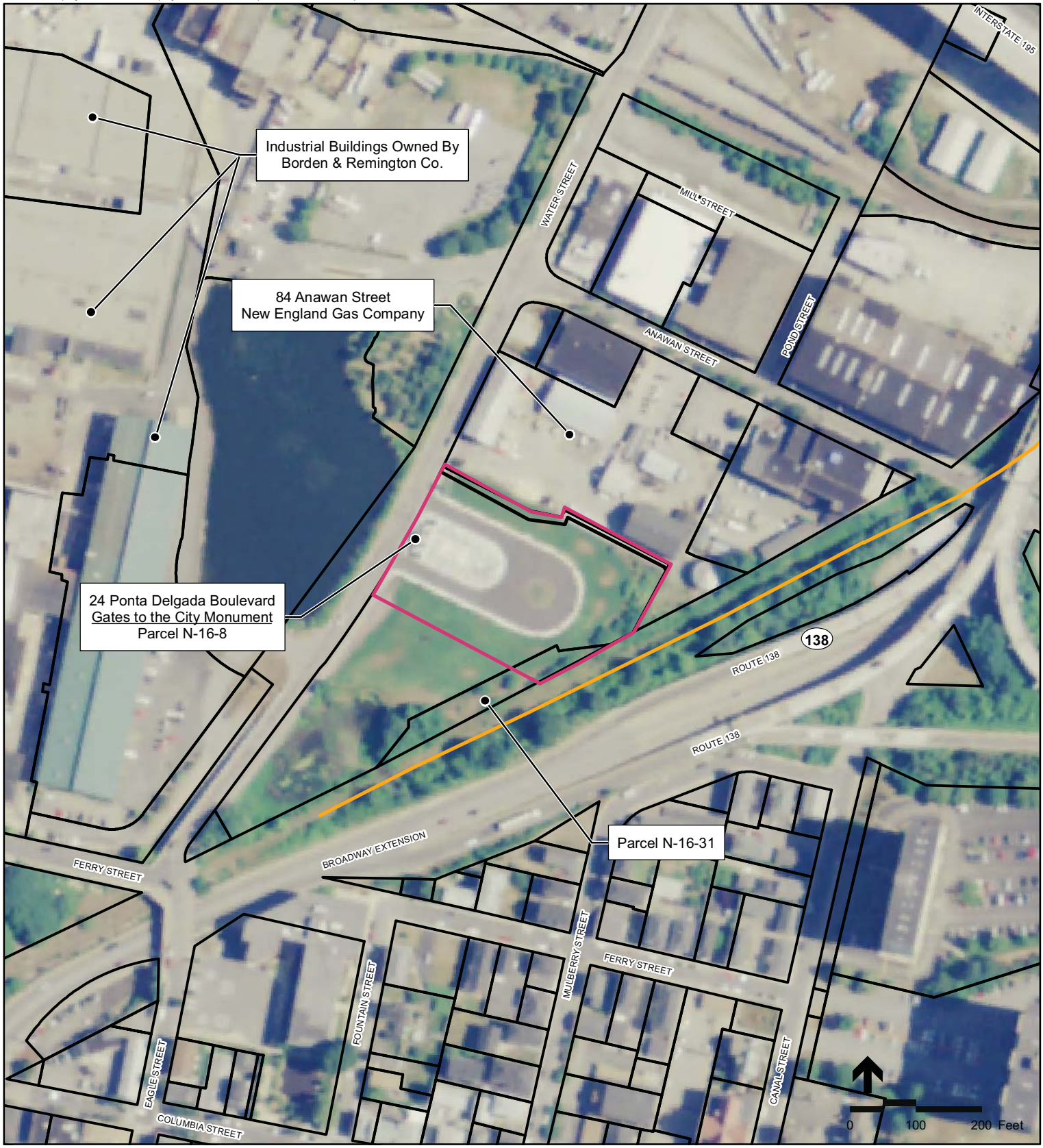
Legend

- Segments
- Proposed Alternative
- Proposed Location Site

Figure 4.12-1

Site Plan - Whittenton Branch

11/14/2008
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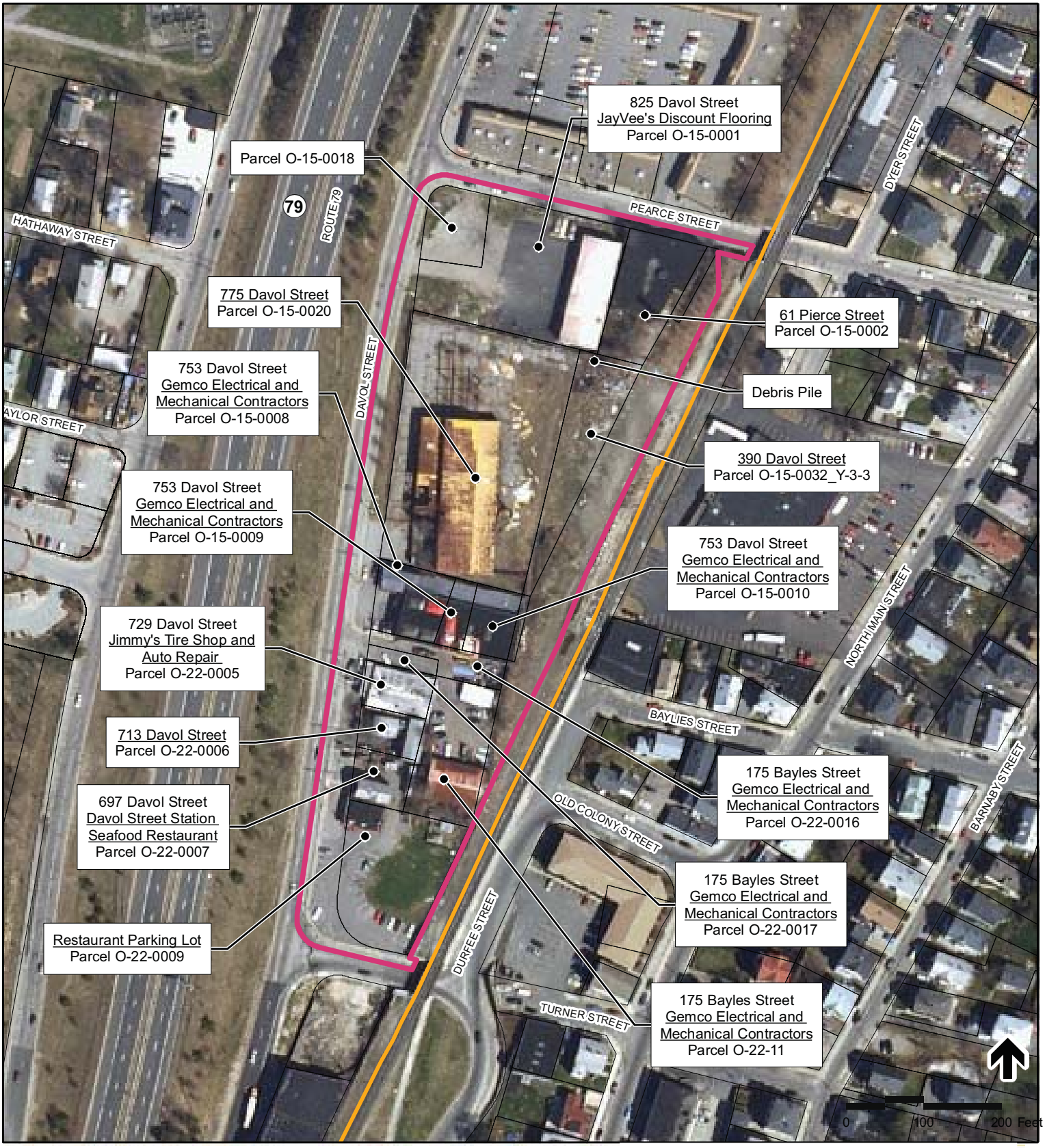
Legend

- Proposed Alternative
- Proposed Station Site
- Parcel Boundary

Figure 4.12-2

Site Plan - Battleship Cove Station

11/14/2008
File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\HazMat\FallRiverDepotTR.mxd



Legend

- Proposed Alternative
- Proposed Station Site
- Parcel Boundary

Figure 4.12-3

Site Plan - Fall River Depot Station



Wednesday, February 4, 2009, 2:17:32 PM
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Legend

Proposed Alternative

Proposed Station Site

Figure 4.12-4

Site Plan - Freetown Station



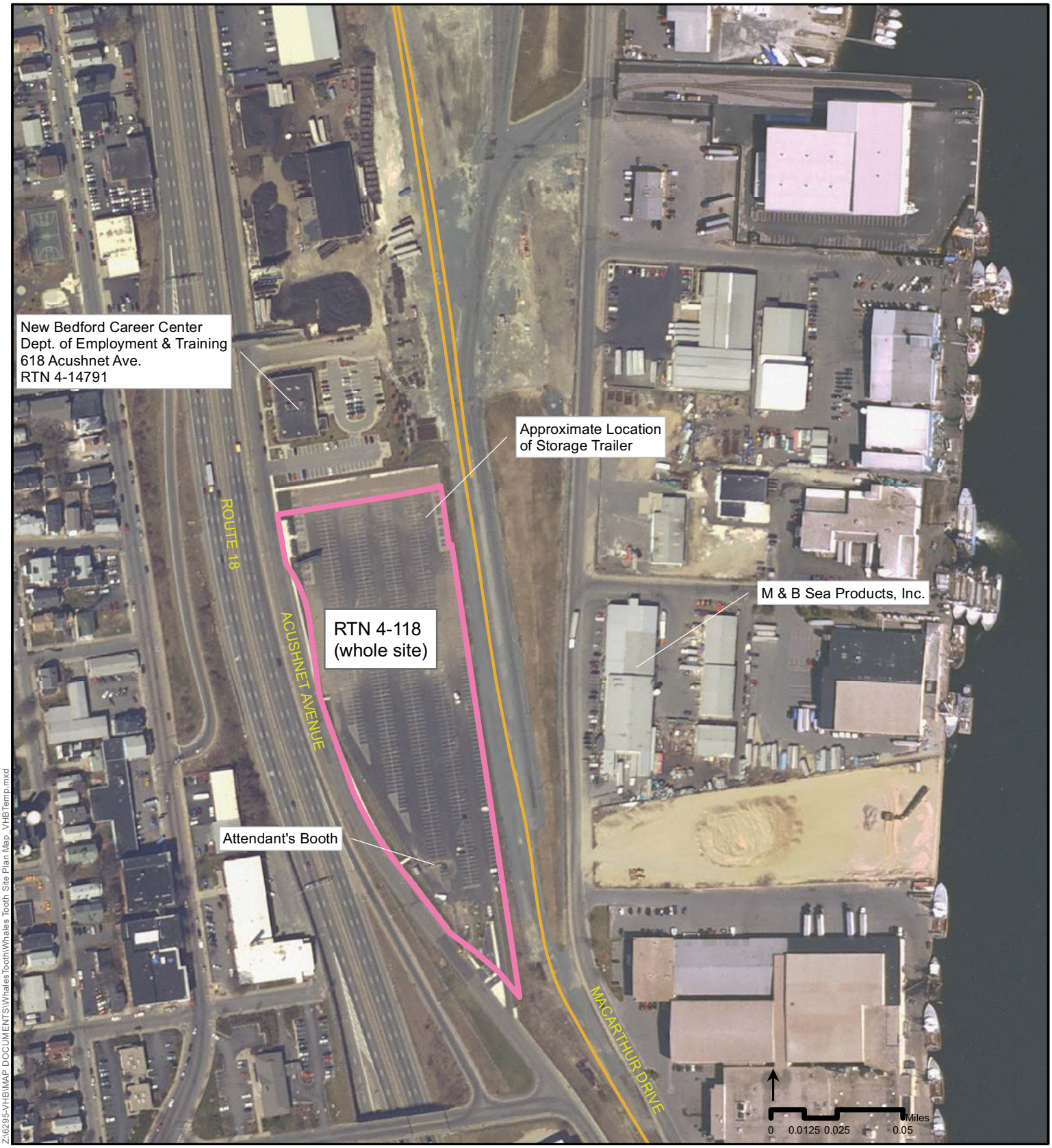
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Legend

- Proposed Alternative
- Limit of Work of Proposed Station

Figure 4.12-5

Site Plan - King's Highway Station



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Legend

Site Location

Proposed Alternative

Figure 4.12-6

Site Plan - Whale's Tooth Station

11/14/2008
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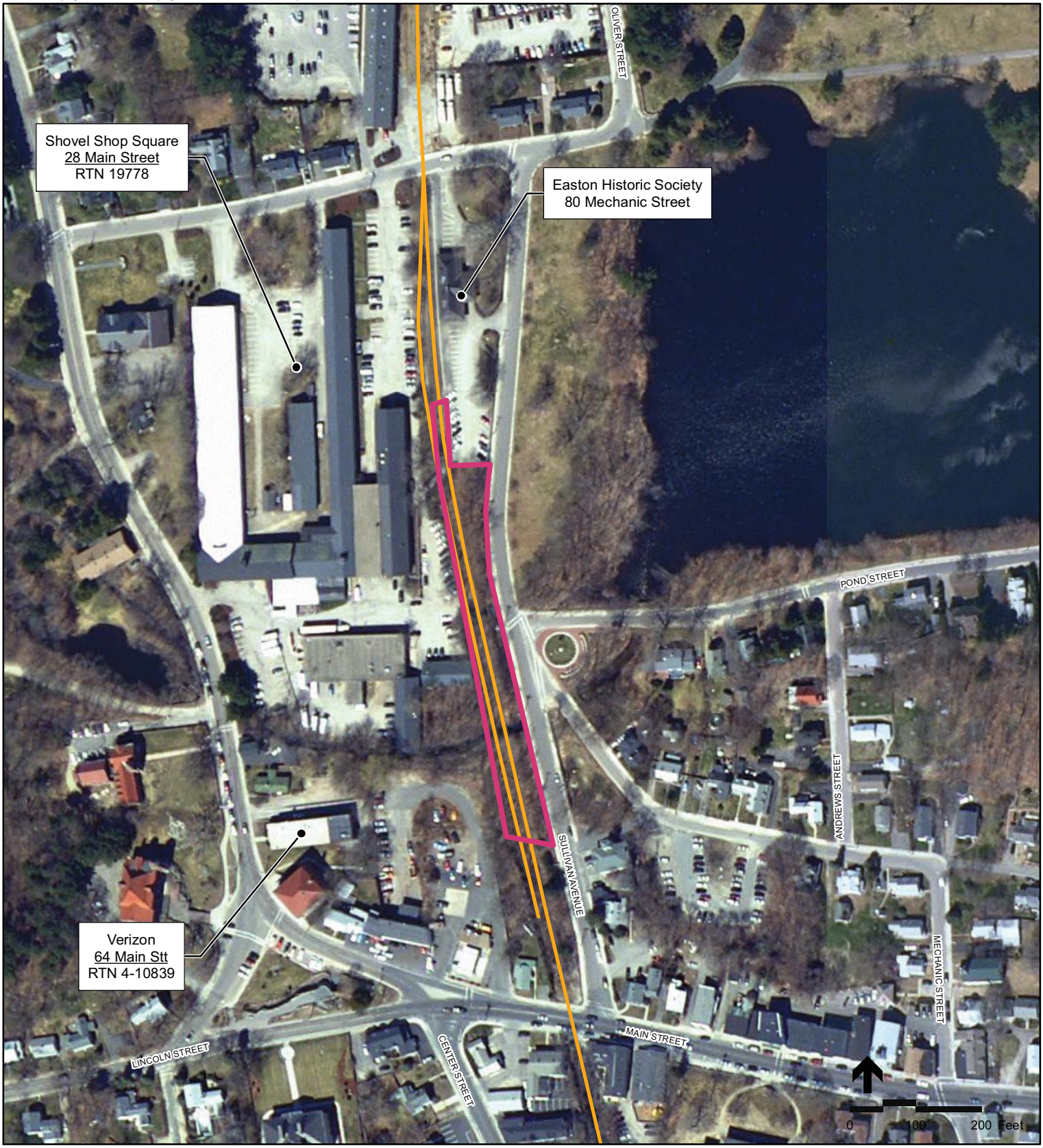
Legend

- Proposed Station Site
- Proposed Alternative
- Parcel Boundary

Figure 4.12-7

Site Plan - Taunton Depot Station

11/14/2008
File: \\Mabos\projects\10111.00\GIS\project\Phase2\HazMat\BattleshipCove.mxd



Legend

- Proposed Alternative
- Proposed Station Site

Figure 4.12-8

Site Plan - Easton Village Station

11/14/2008
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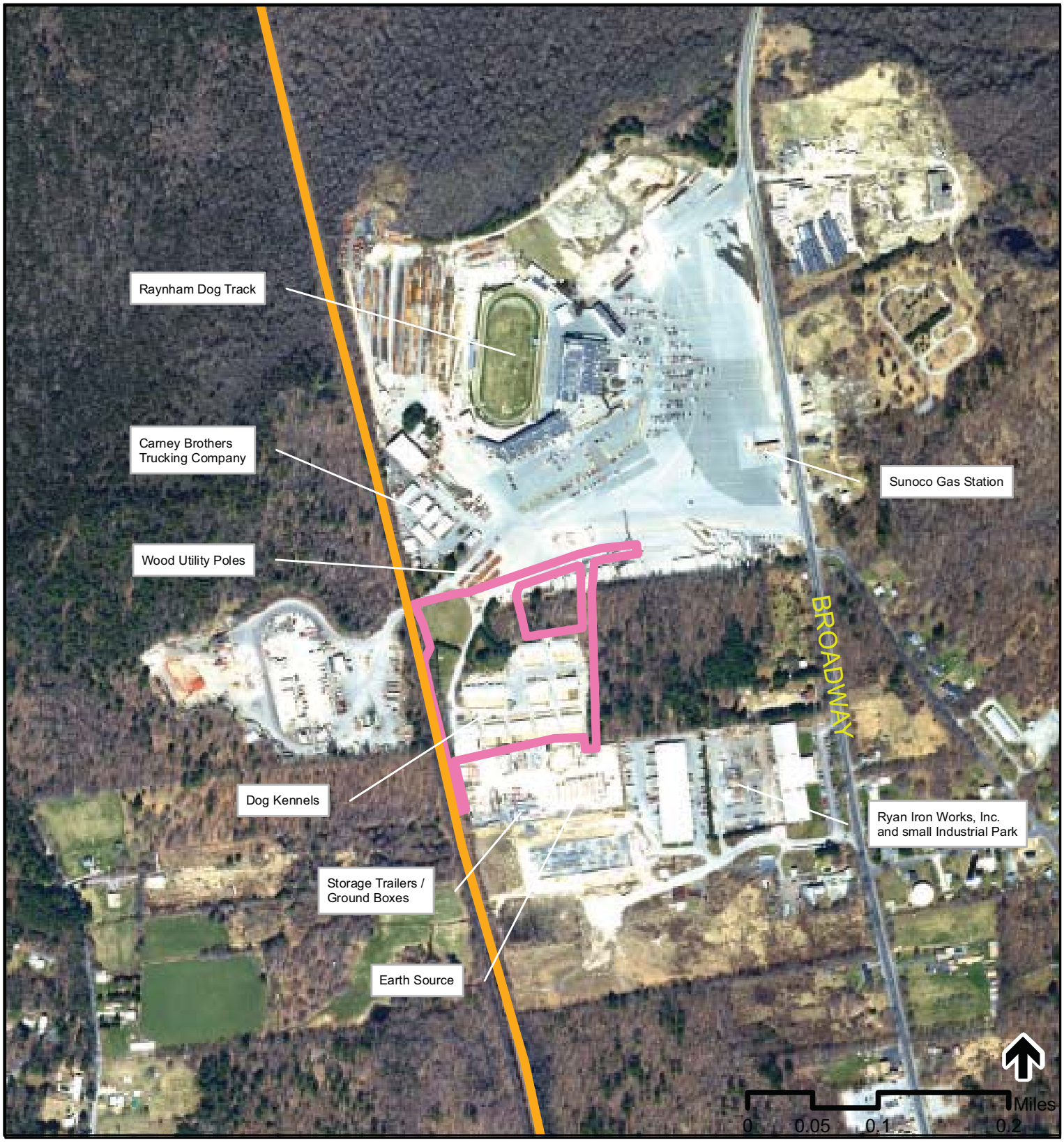


Legend

- Proposed Alternative
- Town Boundaries
- Proposed Station Site
- Parcel Boundary

Figure 4.12-9

Site Plan - North Easton Station



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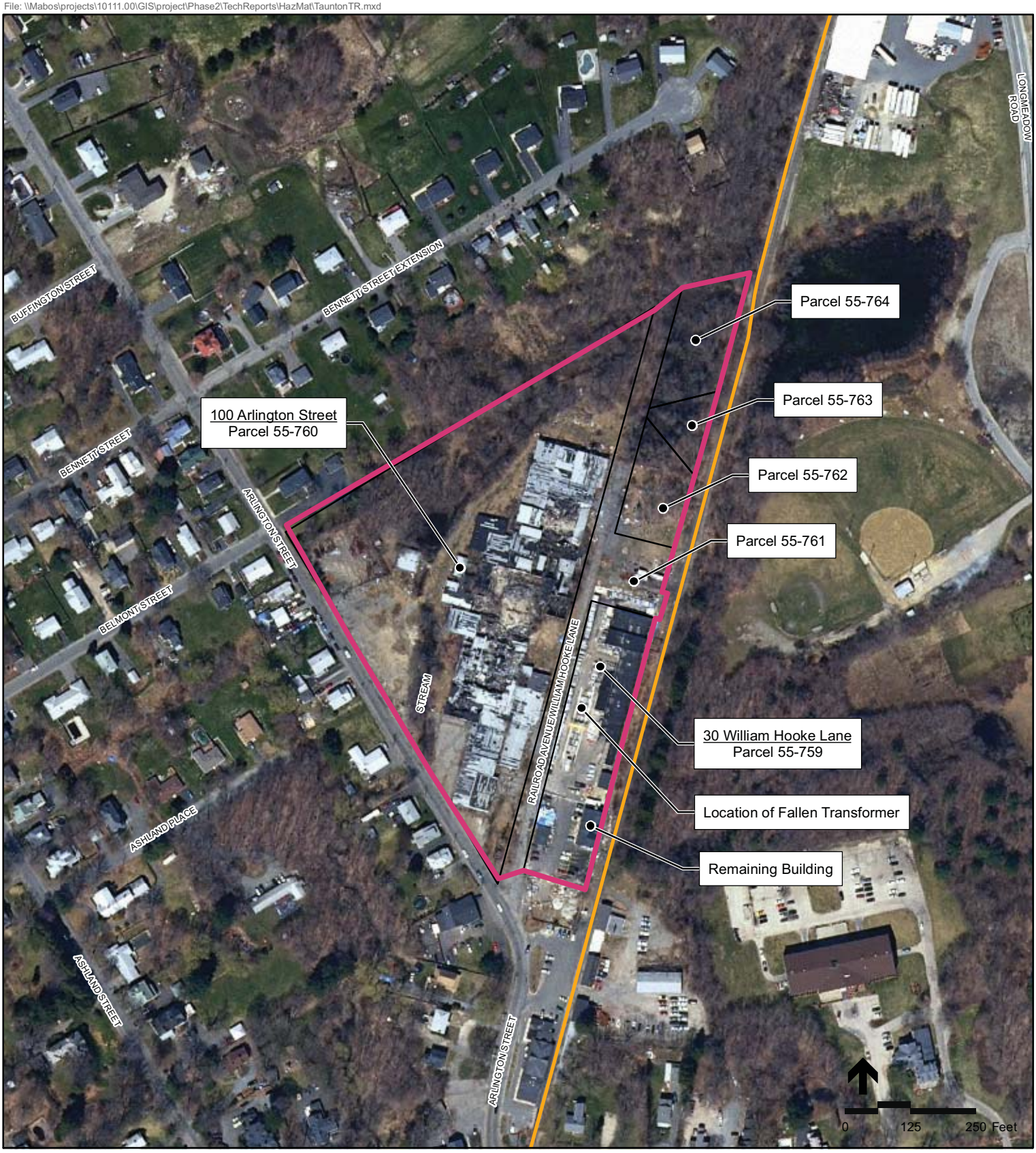
Legend

- Proposed Alternative
- Proposed Station Site

Figure 4.12-10

Site Plan - Raynham Place Station

11/14/2008
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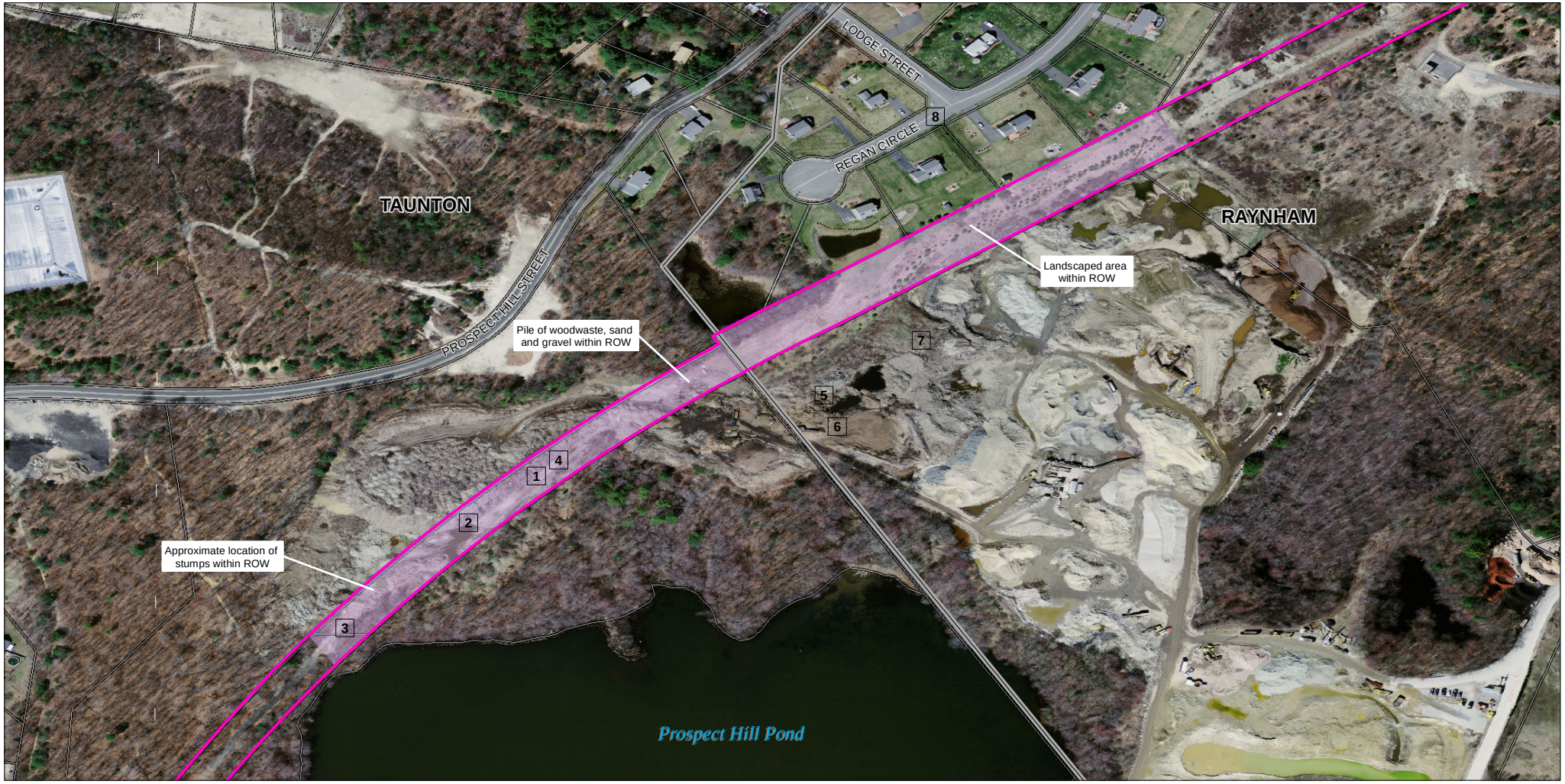


Legend

- Proposed Alternative
- Proposed Station Site
- Parcel Boundary

Figure 4.12-11

Site Plan - Taunton Station



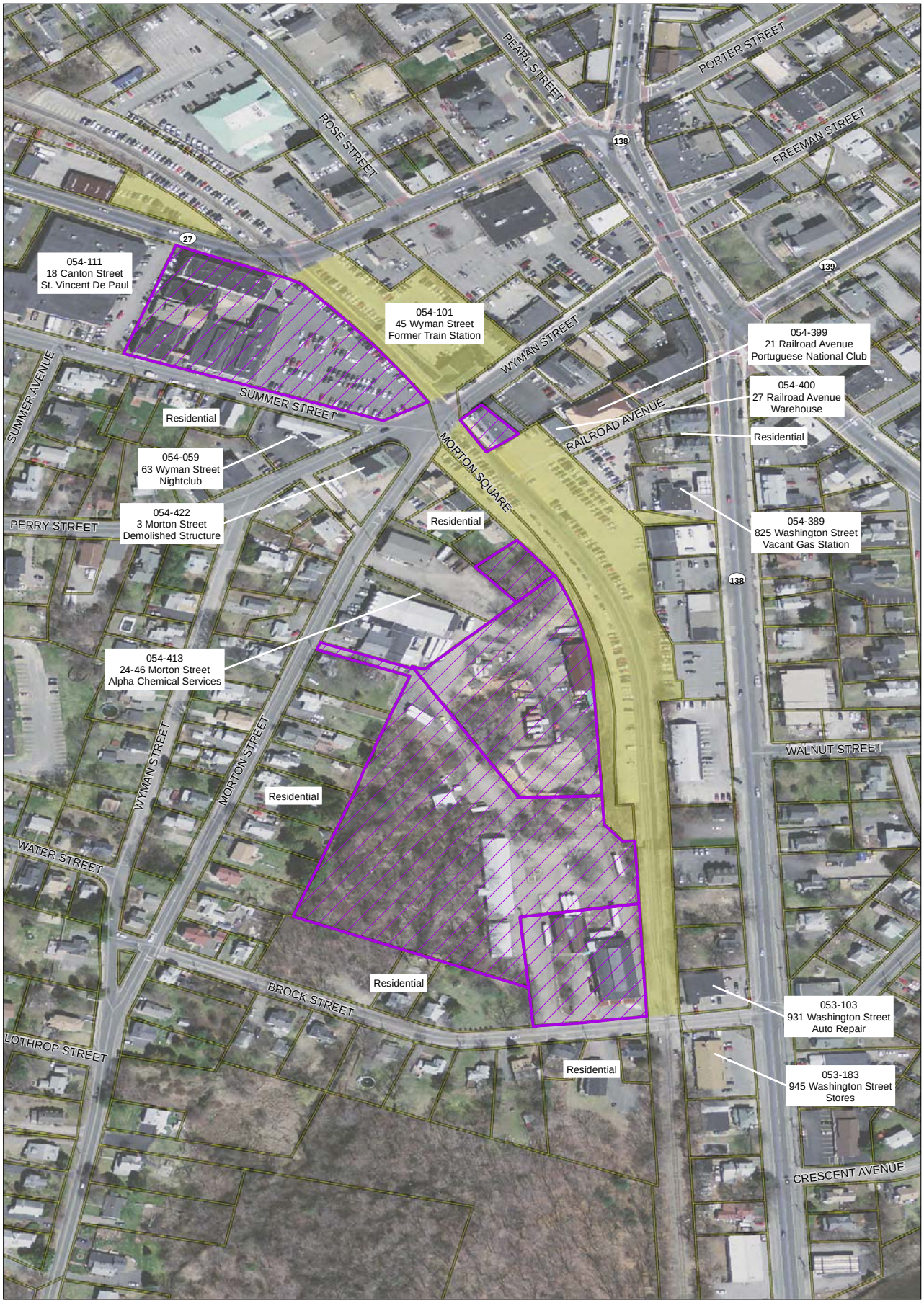
0 250 500 Feet

Legend

- Railroad Right-of-Way (ROW)
- Altered Portion of ROW
- Assessor's Parcels
- Town Boundary
- 6 Photograph Location (Approximate)

Figure 4.12-12

Railroad Right-of-Way
Raynham and Taunton



0 200 400 Feet

Legend

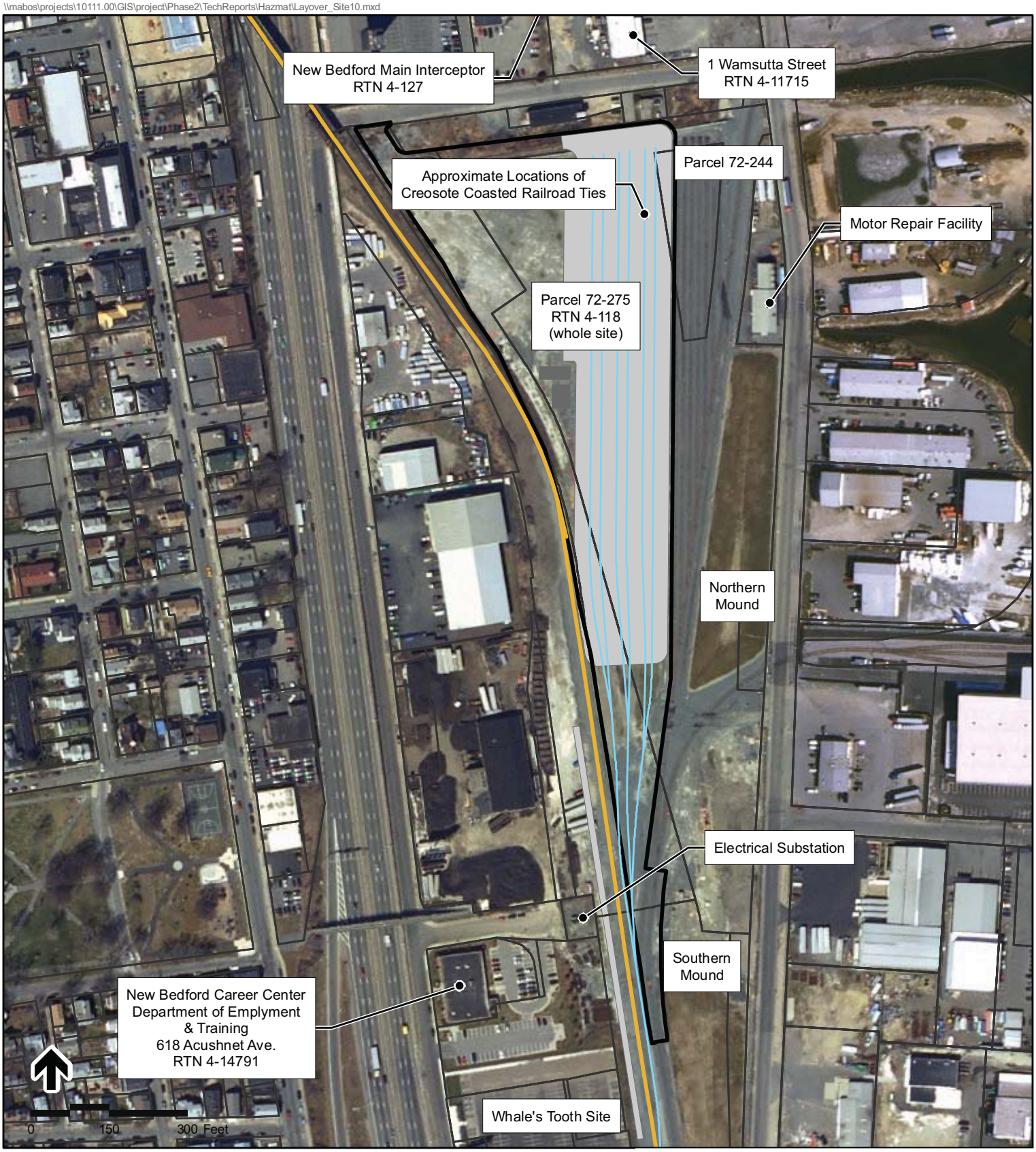
Site

MBTA Parcels Included in Station Design

Figure 4.12-13

Stoughton Station

6/28/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Hazmat\Layover_Site10.mxd



Legend

- Track Centerline
- Proposed Alternative
- Limit of Permanent Impact for Proposed Layover Facility
- Proposed Pavement
- Proposed Building
- Parcel Boundary

Figure 4.12-14

Site Plan - Wamsutta Layover Site

6/24/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Hazmat\Layover_Site3.mxd

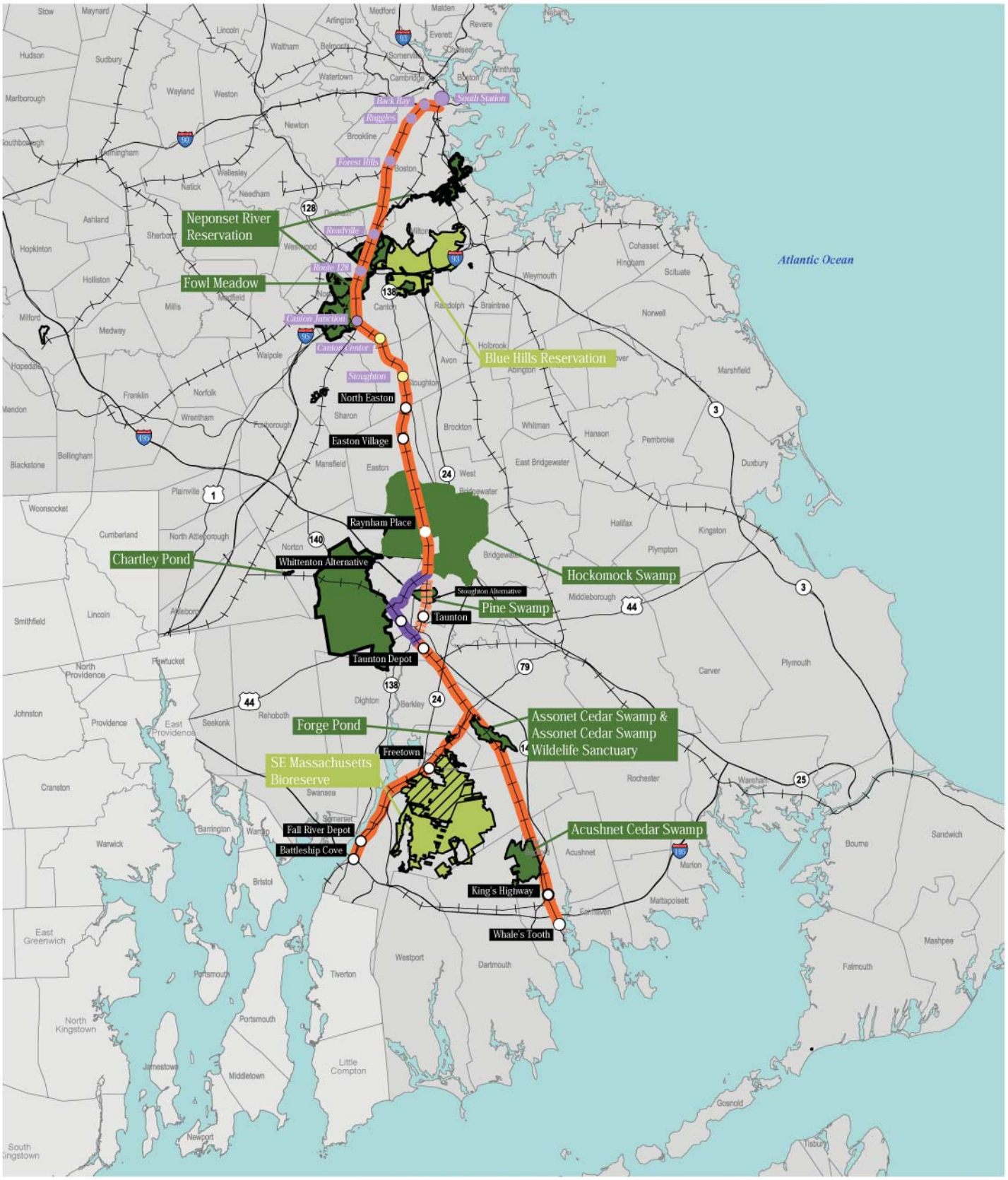


Legend

- Proposed Alternative
- Proposed Building
- Proposed Edge of Pavement
- Limit of Permanent Impact for Proposed Layover Facility
- Parcel Boundary

Figure 4.12-15

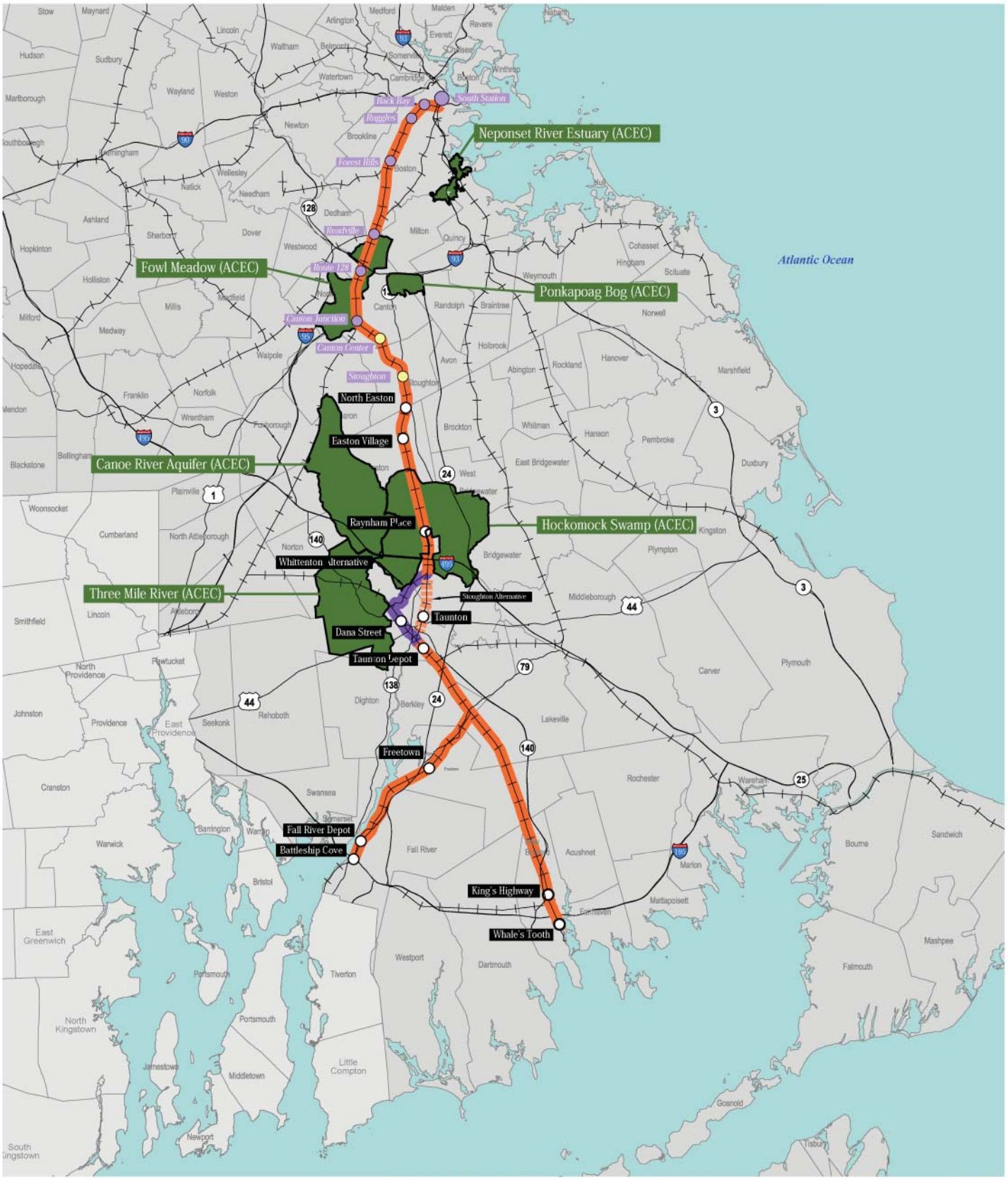
Site Plan - Weaver's Cove East Layover Site



\\vhb\proj\Boston\10111.00\GIS\output\Phase2\TechReports\BiodiversityAE_Figures\10111_BioDiversity-Fig4.14-1.dwg Printing Date: 1/28/2013 11:09 AM

Figure 4.14-1

Major Wetland and Upland Natural Areas



\\vhb\proj\Boston\10111.00\GIS\output\Phase2\TechReports\BiodiversityAE_Figures\10111_BioDiversity-Fig4.14-2.dwg Printing Date: 1/28/2013 12:20 PM

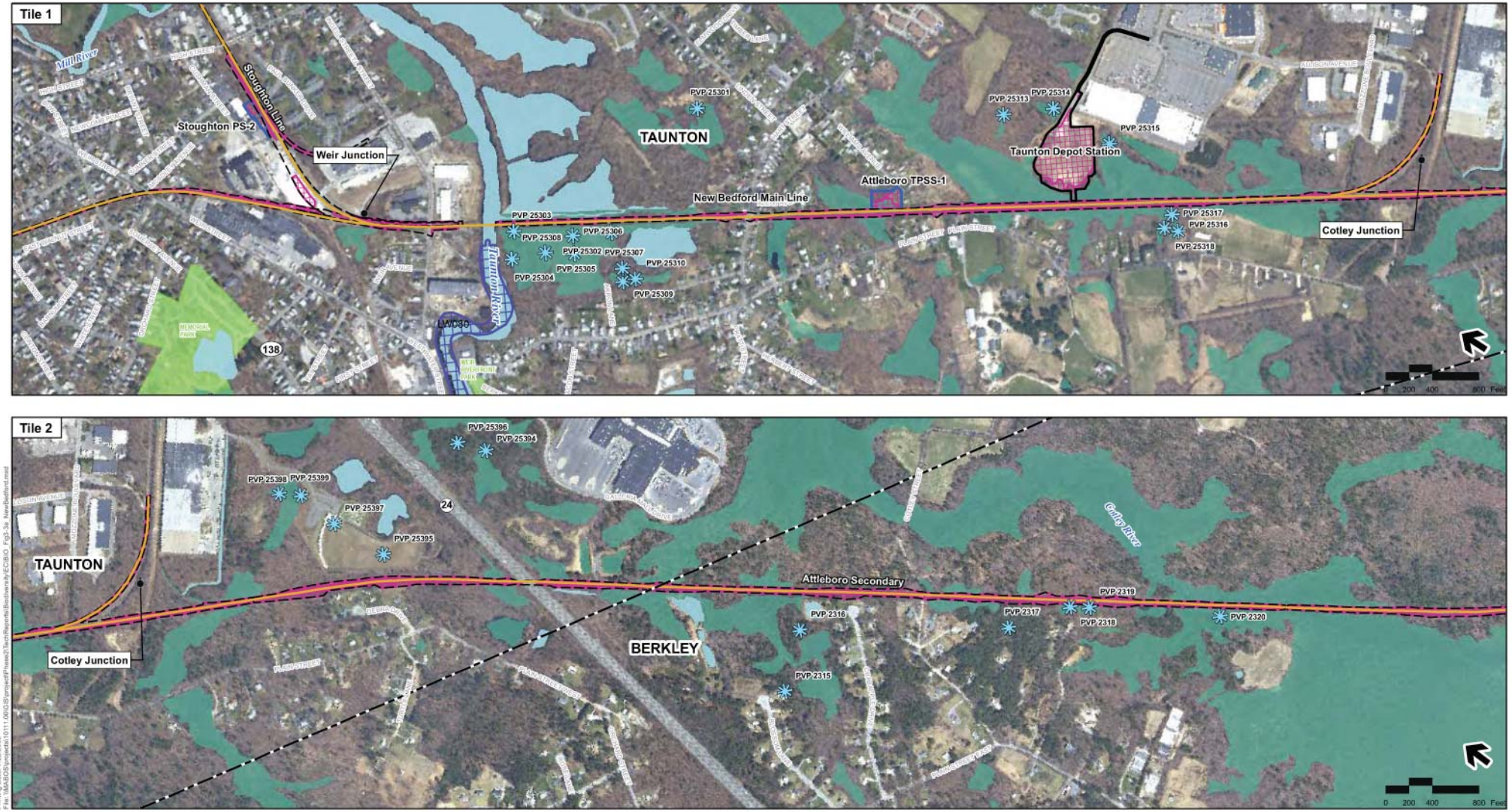
Legend

- Whittenton Alternative
- Existing Stations
- Proposed Stations
- Existing Stations to be Reconstructed
- Areas of Critical Enviromental Concern (ACEC)

0 4 8 Miles

Figure 4.14-2

Areas of Critical Environmental Concern (ACECs)



Printing Date: 7/22/2009
File: I:\MA\BOS\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\EC\BIO_Fig3-3a_NewBedford.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map



Figure 4.14-3a

All Rail Alternatives - New Bedford Main Line

Biodiversity Impacts



Printing Date: 7/22/2009
File: I:\mission\projects\10111.00\GIS\projects\Phase3\Tech Reports\Biodiversity\EC\RailOptions\BIO_Fig3-3b_NewBedford.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map

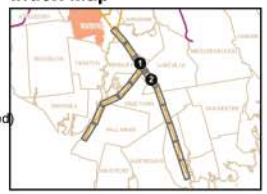


Figure 4.14-3b

All Rail Alternatives - New Bedford Main Line

Biodiversity Impacts

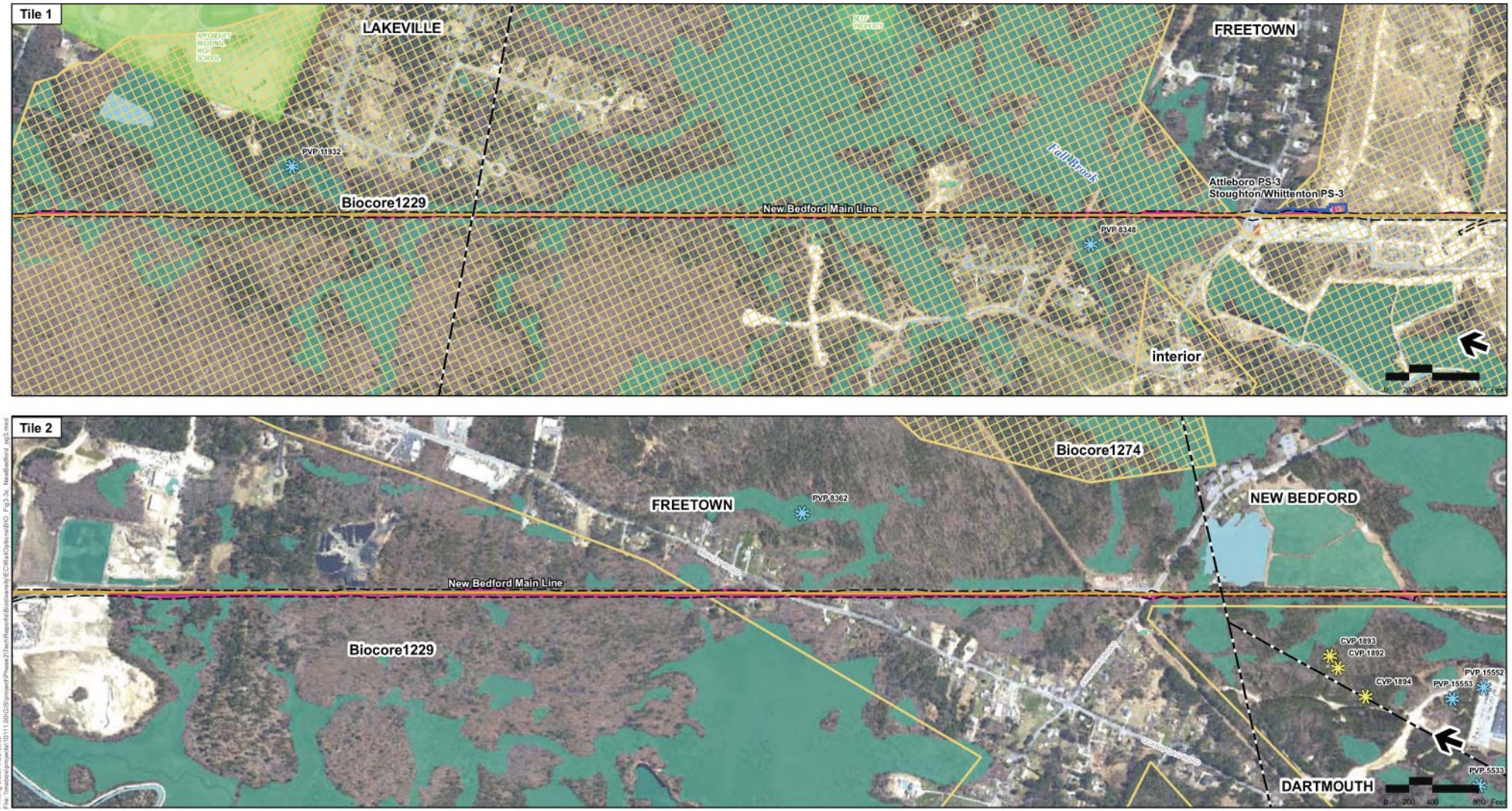
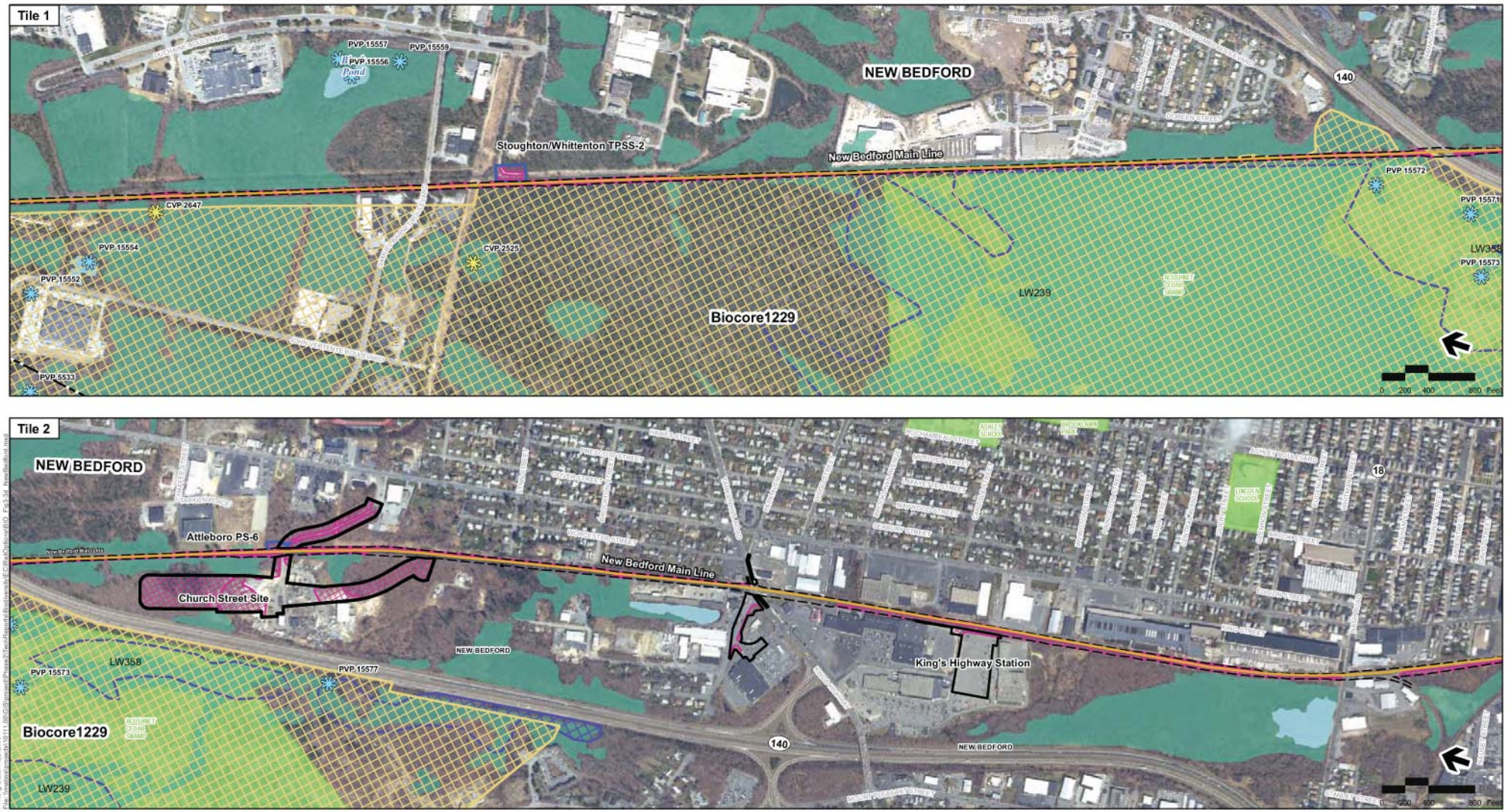


Figure 4.14-3c

All Rail Alternatives - New Bedford Main Line

Biodiversity Impacts



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map

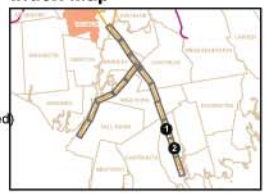


Figure 4.14-3d
All Rail Alternatives - New Bedford Main Line
Biodiversity Impacts



Printing Date: 7/22/2009
File: I:\datacon\projects\10111.00\GIS\project\Phase3\TechReports\Biodiversity\EC\RailOptions\BIO_Fig3-3e_NewBedford.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map

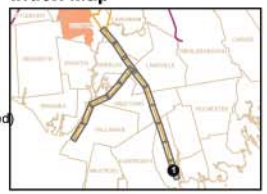
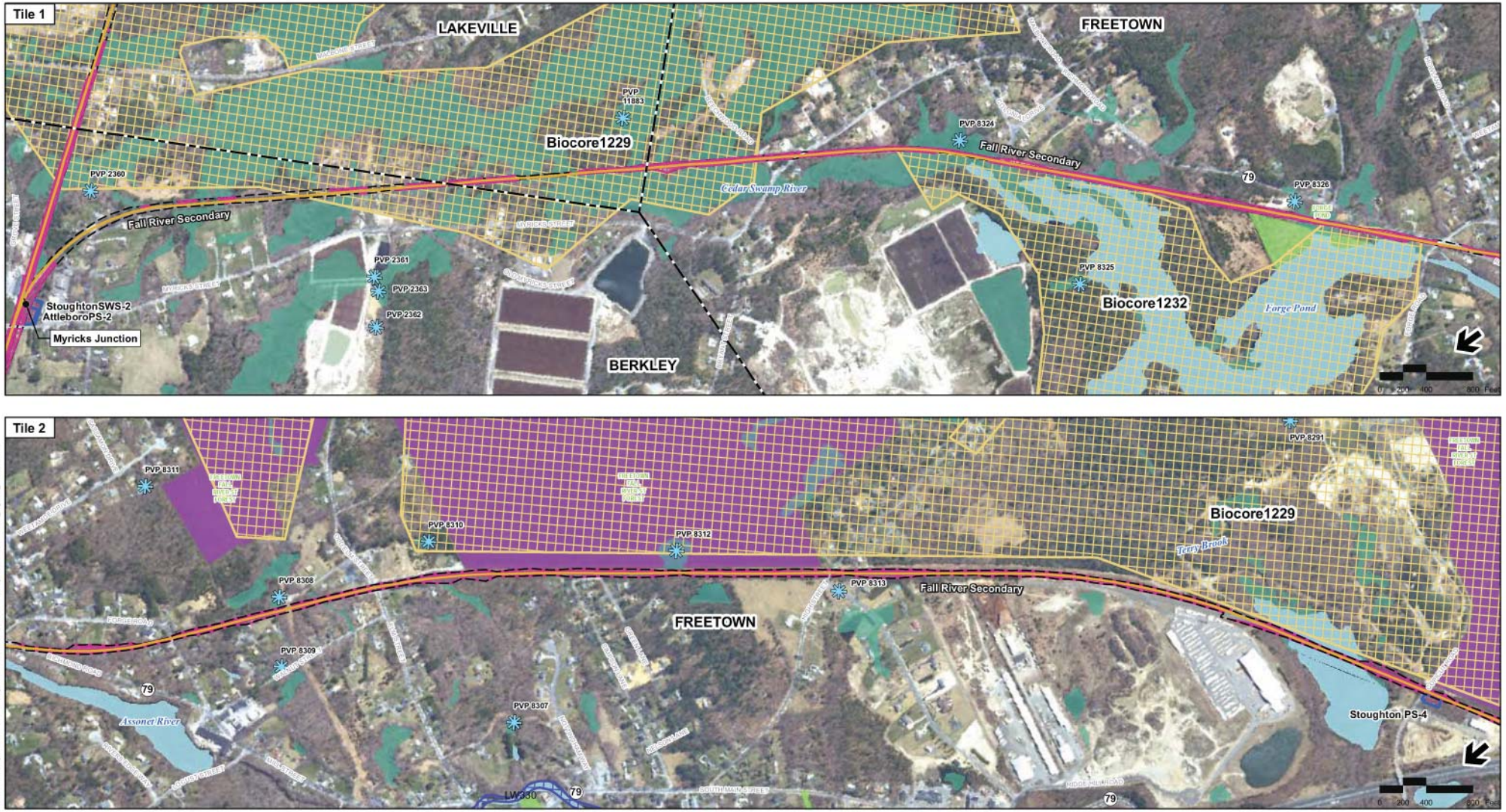


Figure 4.14-3e

All Rail Alternatives - New Bedford Main Line

Biodiversity Impacts



Printing Date: 7/22/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

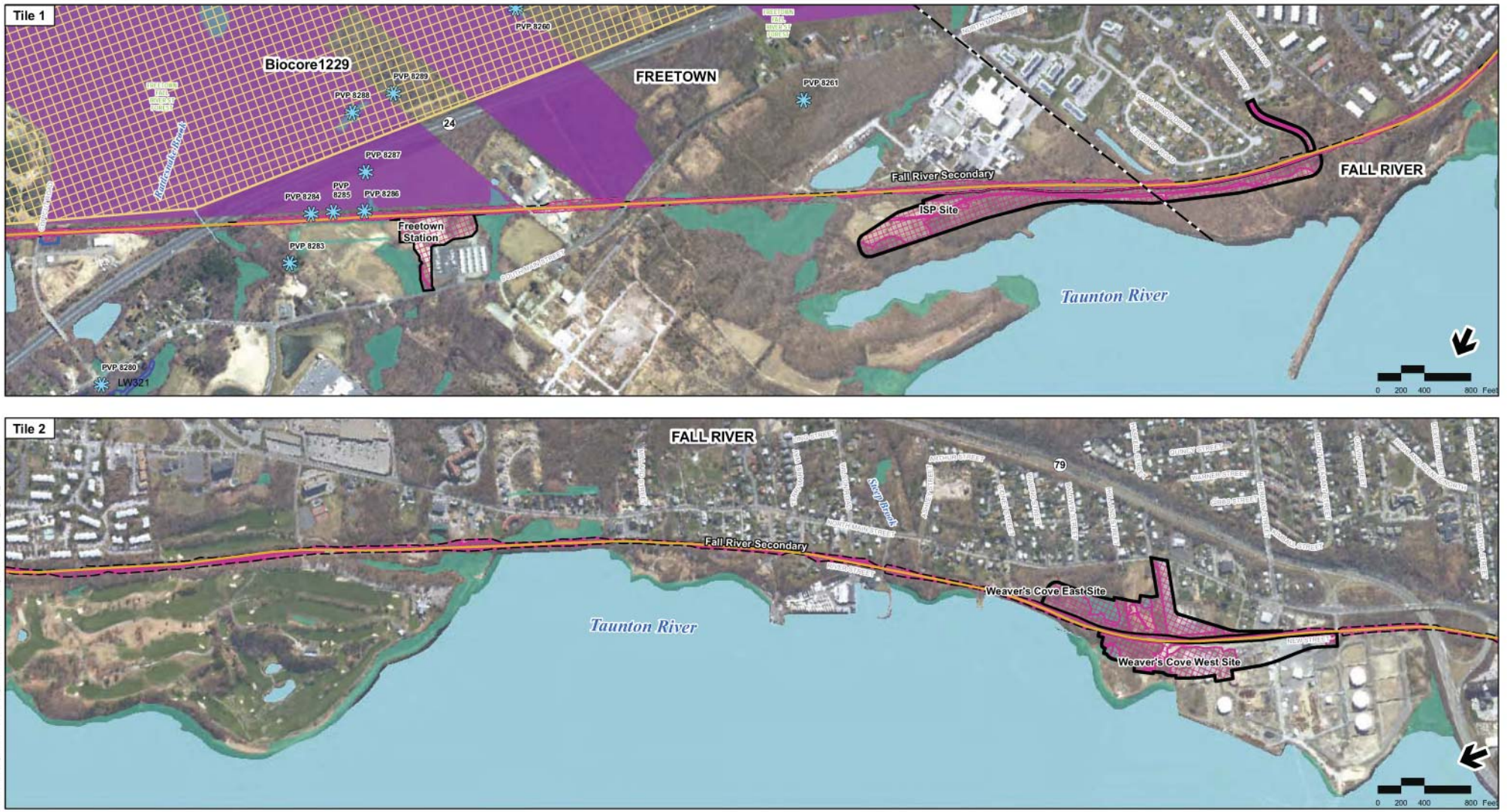
Index Map



Figure 4.14-4a

All Rail Alternatives - Fall River Secondary

Biodiversity Impacts



Printing Date: 7/22/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map



Figure 4.14-4b

All Rail Alternatives - Fall River Secondary

Biodiversity Impacts



Printing Date: 7/22/2009
File: \\Maloo\projects\10111.06\GIS\project\Phase2\TechReports\Biodiversity\EC\RailOptions\BIO_fig3-2c_FallRiver.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map



Figure 4.14-4c

All Rail Alternatives - Fall River Secondary

Biodiversity Impacts



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map

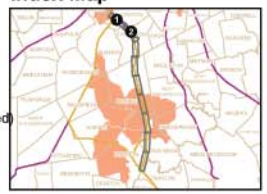


Figure 4.14-5a

Stoughton Alternative - Stoughton Line

Biodiversity Impacts



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map

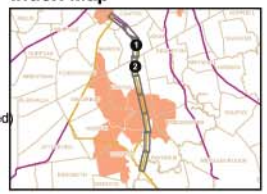
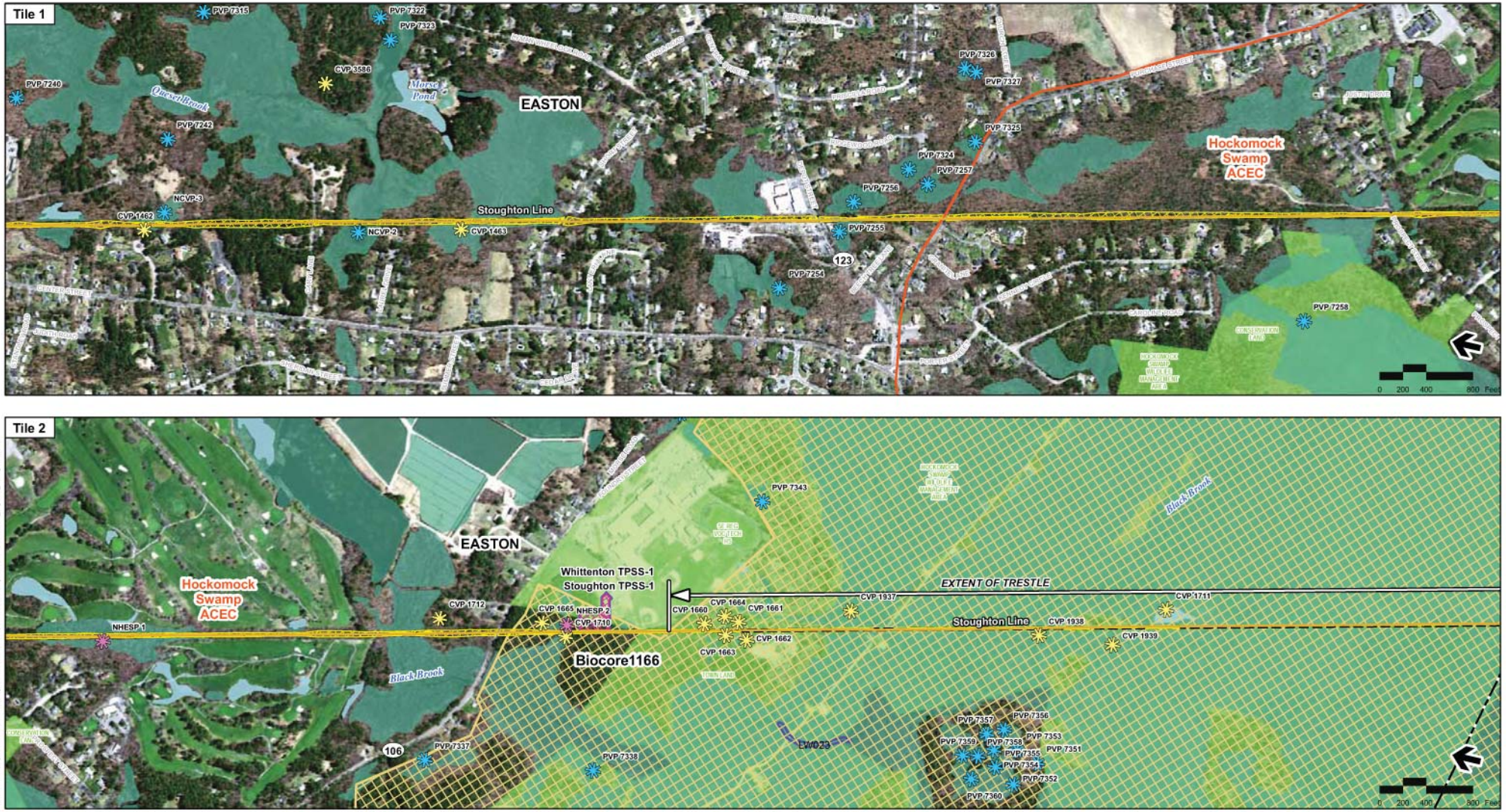


Figure 4.14-5b

Stoughton Alternative - Stoughton Line

Biodiversity Impacts



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map

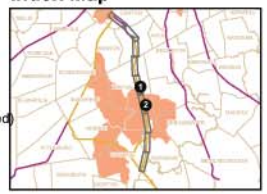
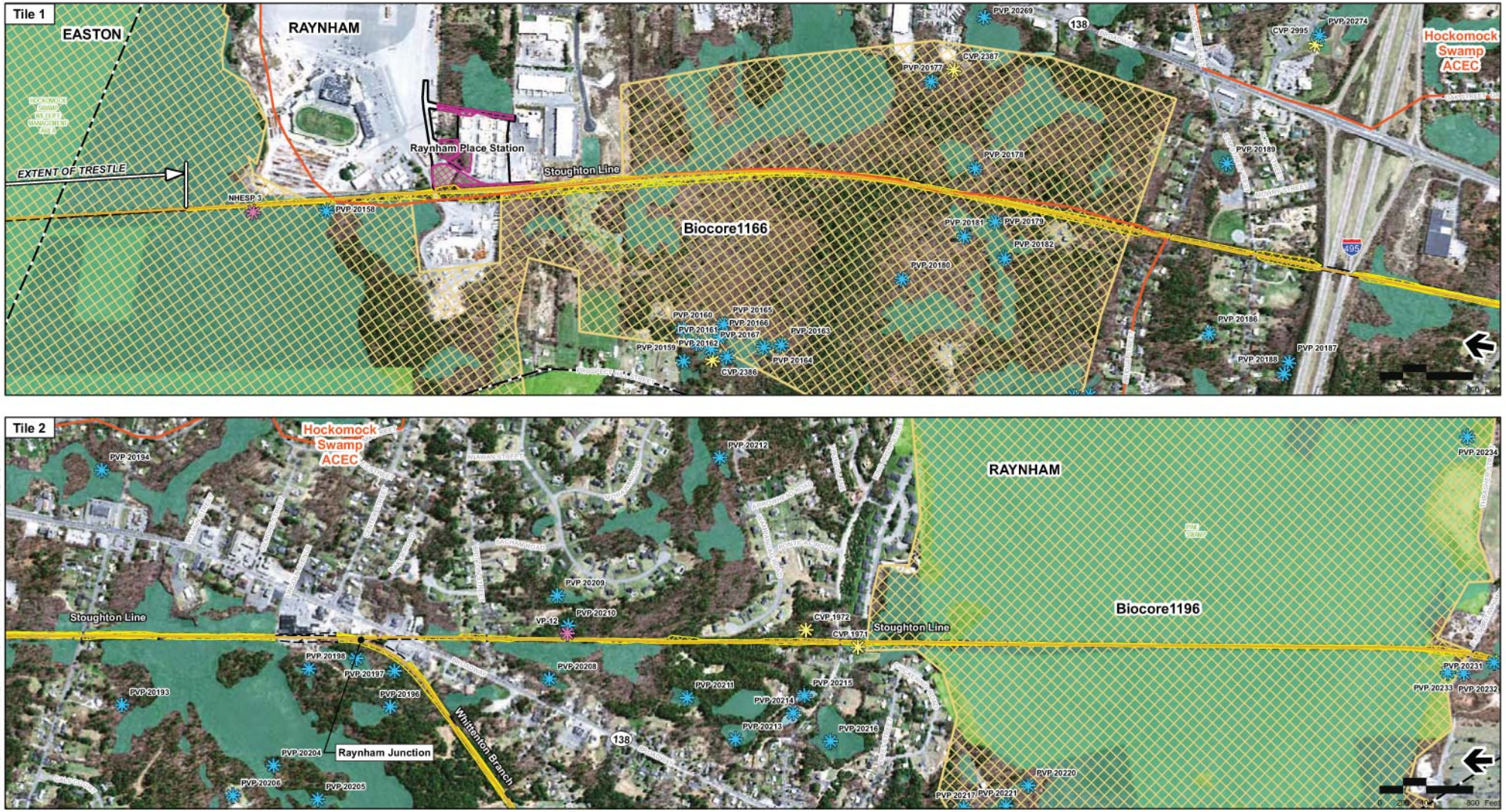


Figure 4.14-5c
Stoughton Alternative - Stoughton Line
Biodiversity Impacts



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map

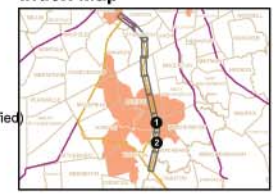


Figure 4.14-5d
Stoughton Alternative - Stoughton Line
Biodiversity Impacts



Printing Date: 7/24/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Area of Critical Environmental Concern (ACEC)
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Wetlands
- Protected Open Space
- Southeast Massachusetts BioReserve
- Biodiversity Impact - Edge Effects
- Biodiversity Impact - Interior Effects
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

* Traction power stations are only required for electric rail alternative

Index Map

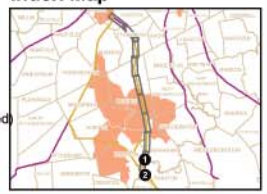
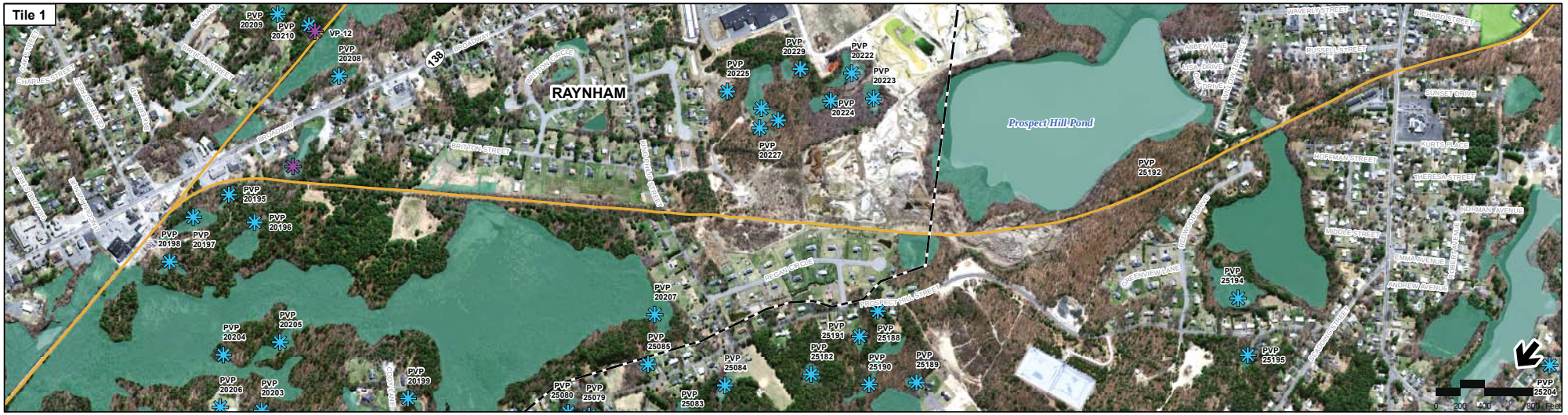
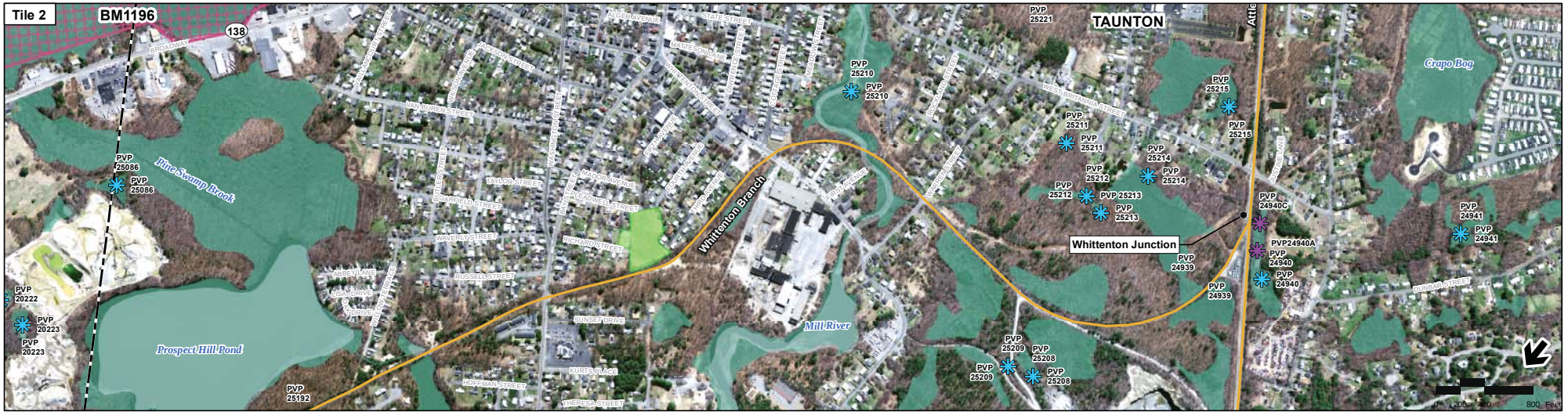


Figure 4.14-5e
Stoughton Alternative - Stoughton Line
Biodiversity Impacts





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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Proposed Alternative
- Open Water
- DEP Wetlands (Modified by VHB 2009)
- Protected Open Space
- Southeast Massachusetts BioReserve
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Index Map

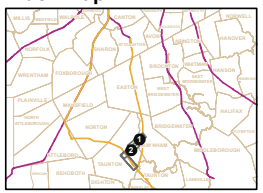


Figure 4.14-6a

Stoughton Alternative
Whittenton Variation

Biodiversity



Printing Date: 2/7/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Proposed Alternative
- Open Water
- DEP Wetlands (Modified by VHB 2009)
- Protected Open Space
- Southeast Massachusetts BioReserve
- NHESP BioMap Core Habitat
- NHESP Living Waters Core Habitat
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Index Map

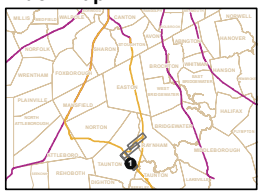


Figure 4.14-6b
Stoughton Alternative Whittenton Variation
Biodiversity



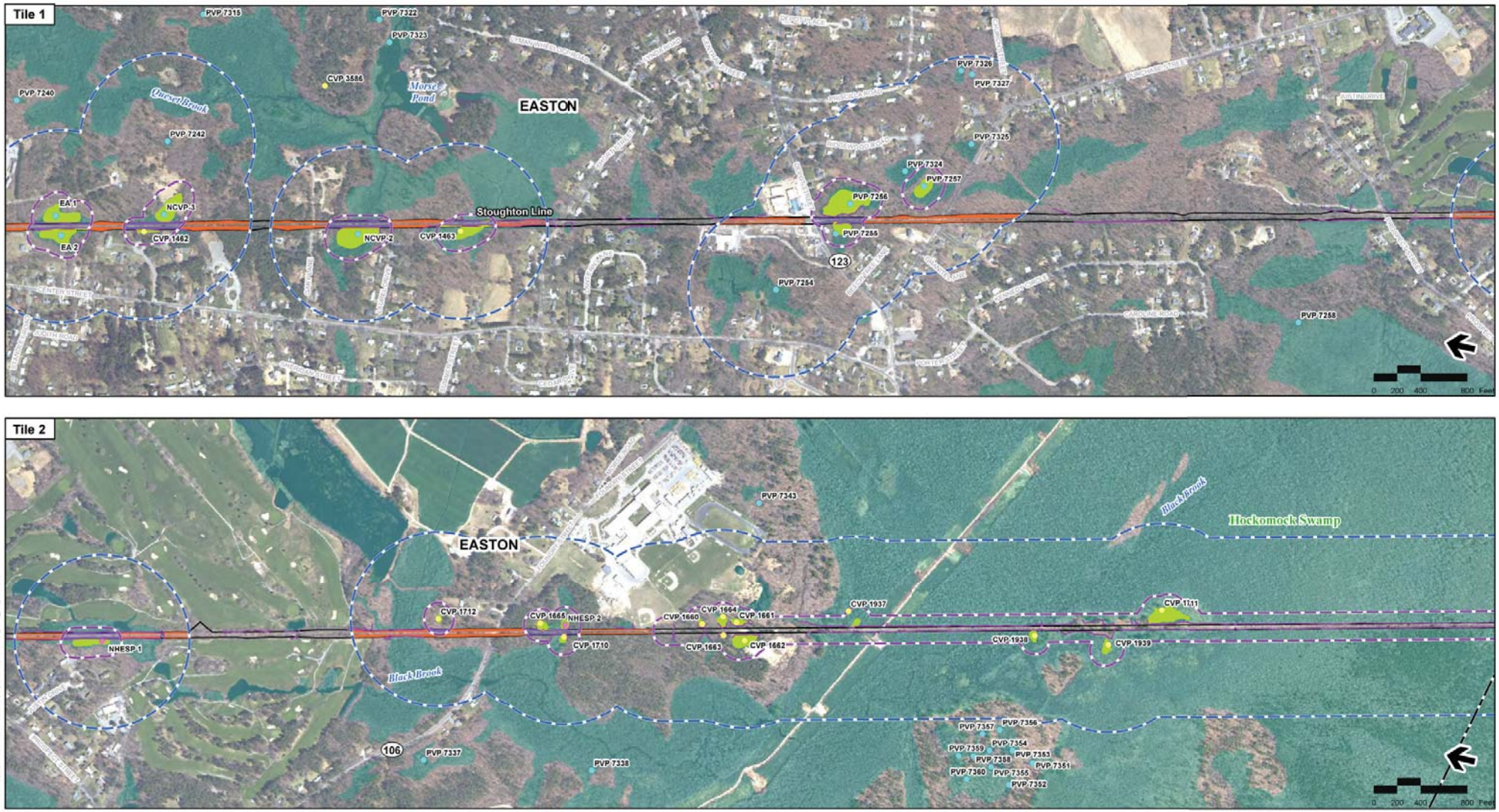
Figure 4.14-7a

Vernal Pool Impacts
Stoughton Line



Figure 4.14-7b

Vernal Pool Impacts
Stoughton Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)

Wetlands

- Wetland Delineation
- Wetland
- Vernal Pool Habitat

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

- 100-foot Buffer
- 750-foot Buffer
- Fill to Vernal Pool
- Fill to Vernal Pool Habitat
- Loss of Buffer Habitat
- Loss of Upland Habitat

Index Map

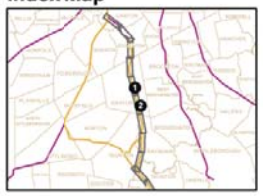


Figure 4.14-7c

Vernal Pool Impacts
Stoughton Line

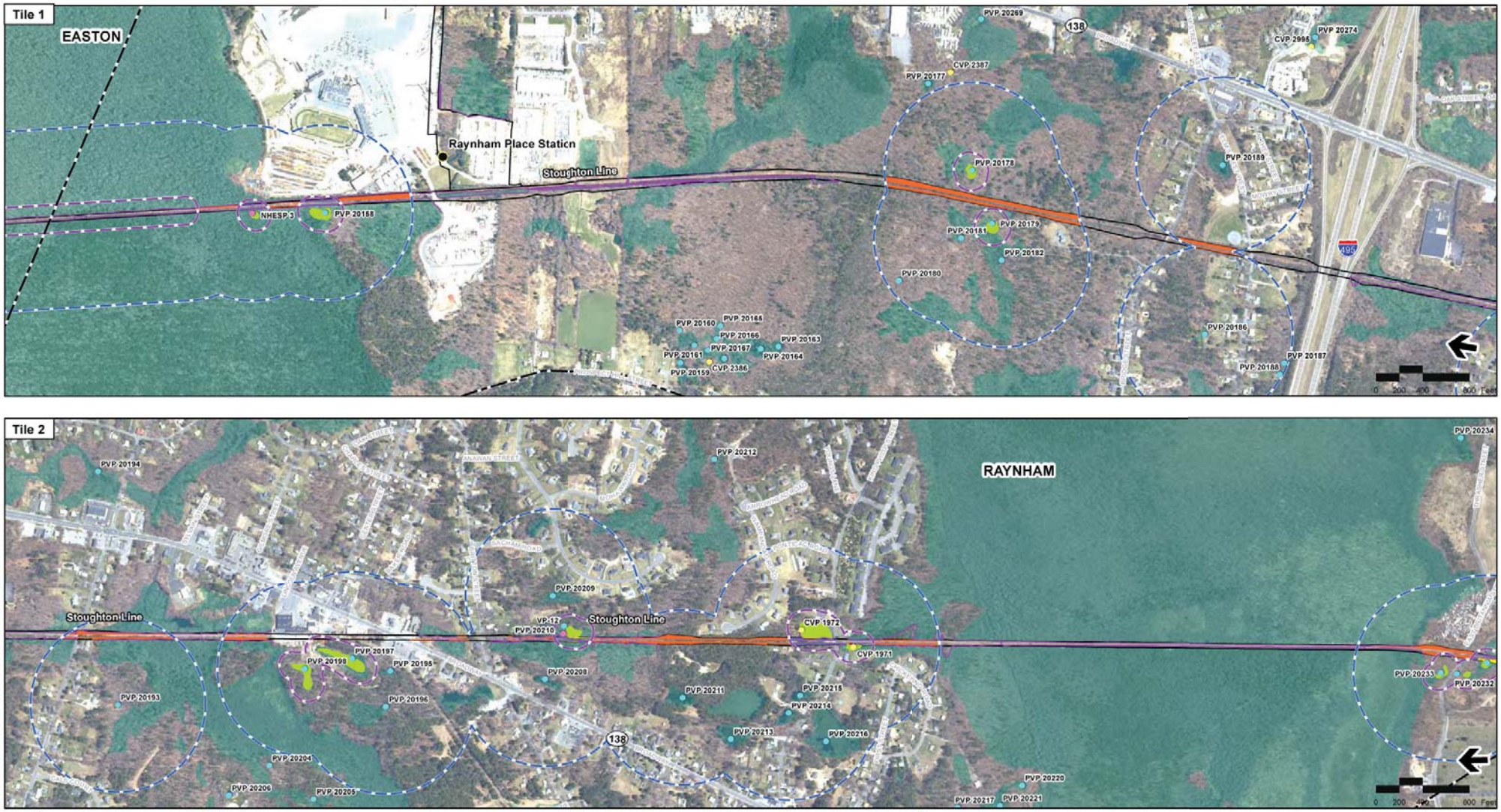
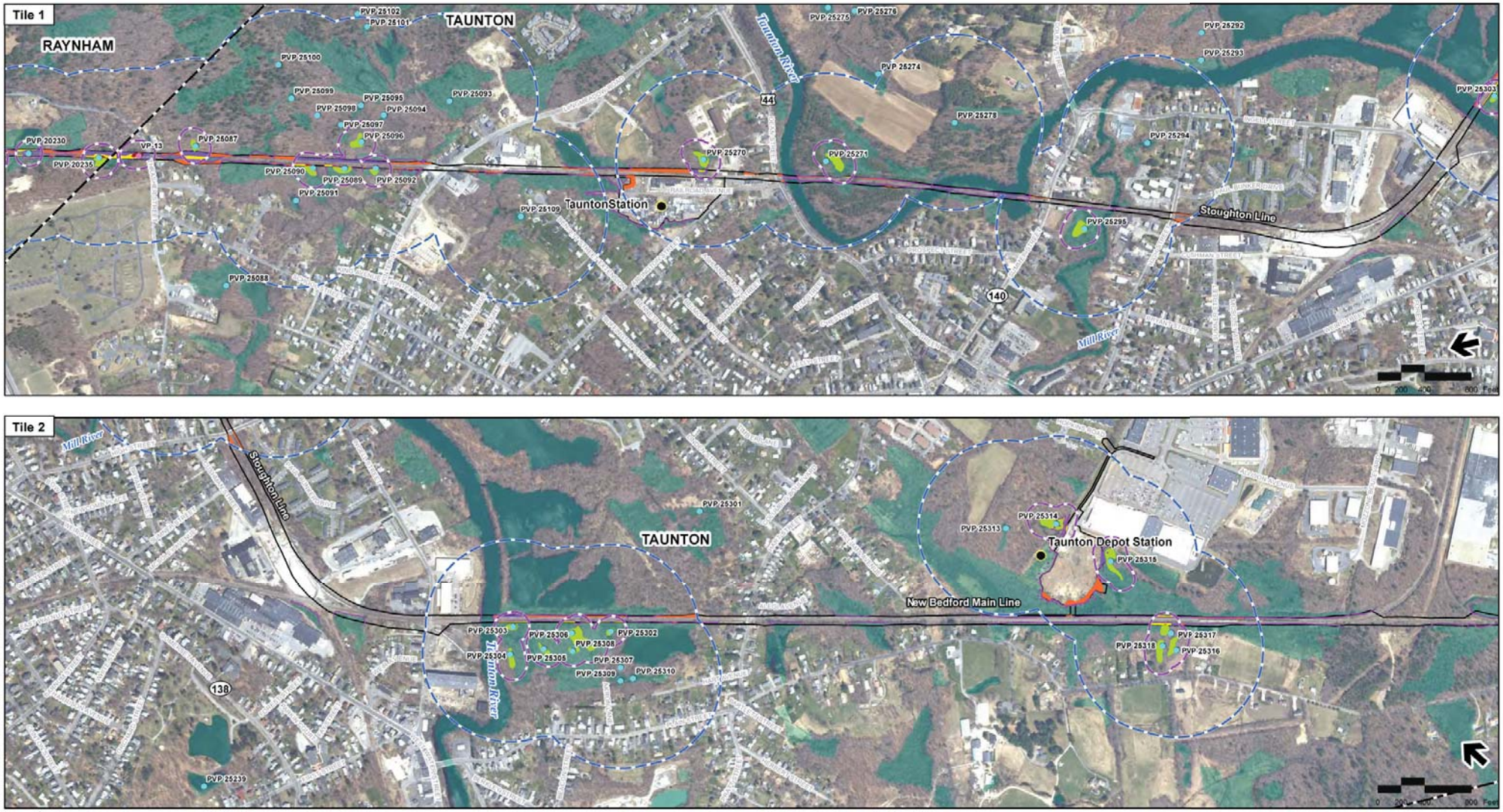


Figure 4.14-7d

Vernal Pool Impacts
Stoughton Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)

Wetlands

- Wetland Delineation
- Wetland
- Vernal Pool Habitat

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

- 100-foot Buffer
- 750-foot Buffer
- Fill to Vernal Pool
- Fill to Vernal Pool Habitat
- Loss of Buffer Habitat
- Loss of Upland Habitat

Index Map

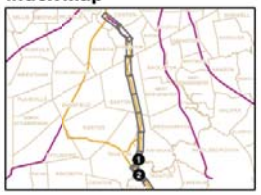


Figure 4.14-7e

Vernal Pool Impacts
Stoughton Line/New Bedford Main Line

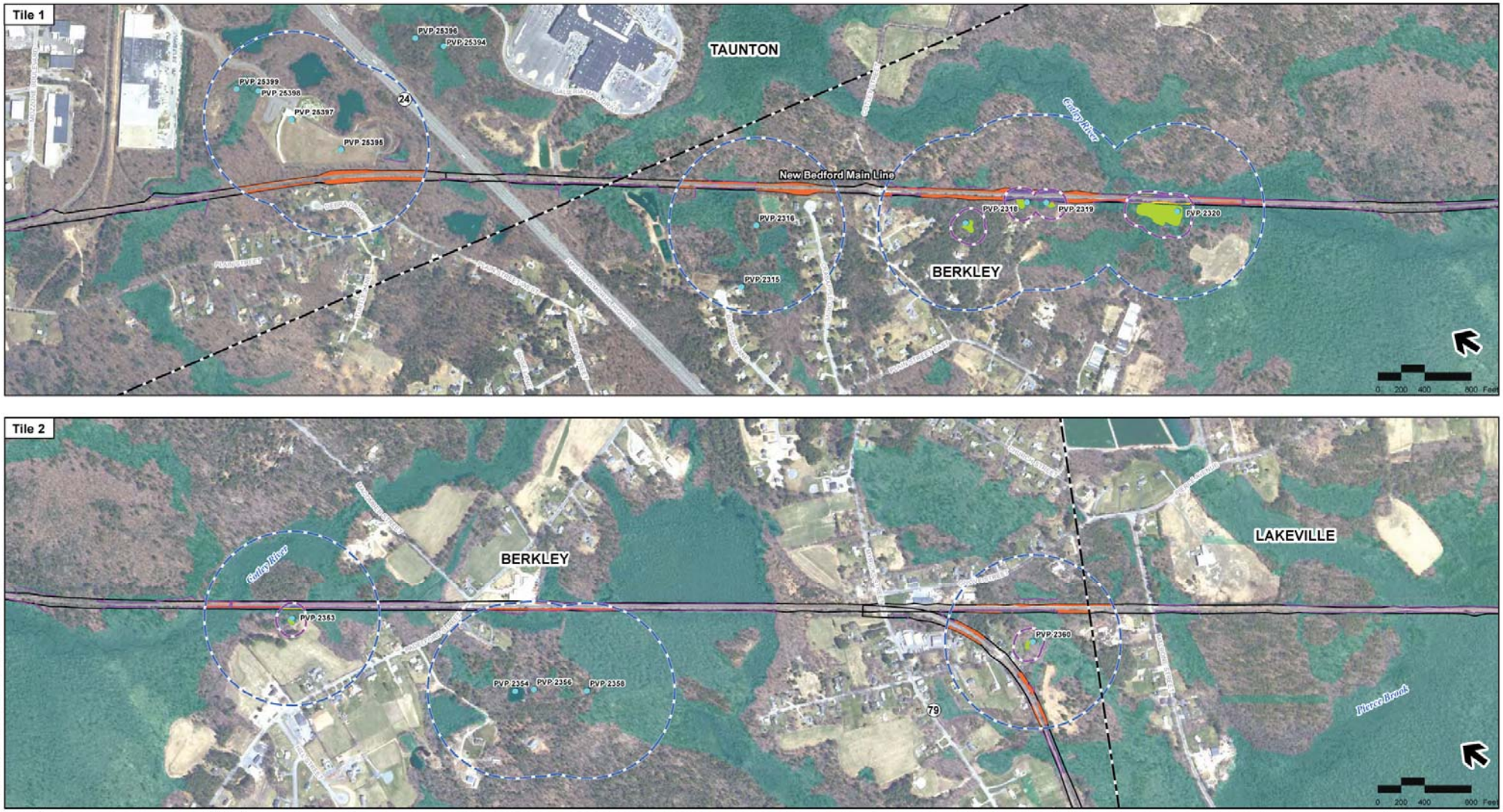
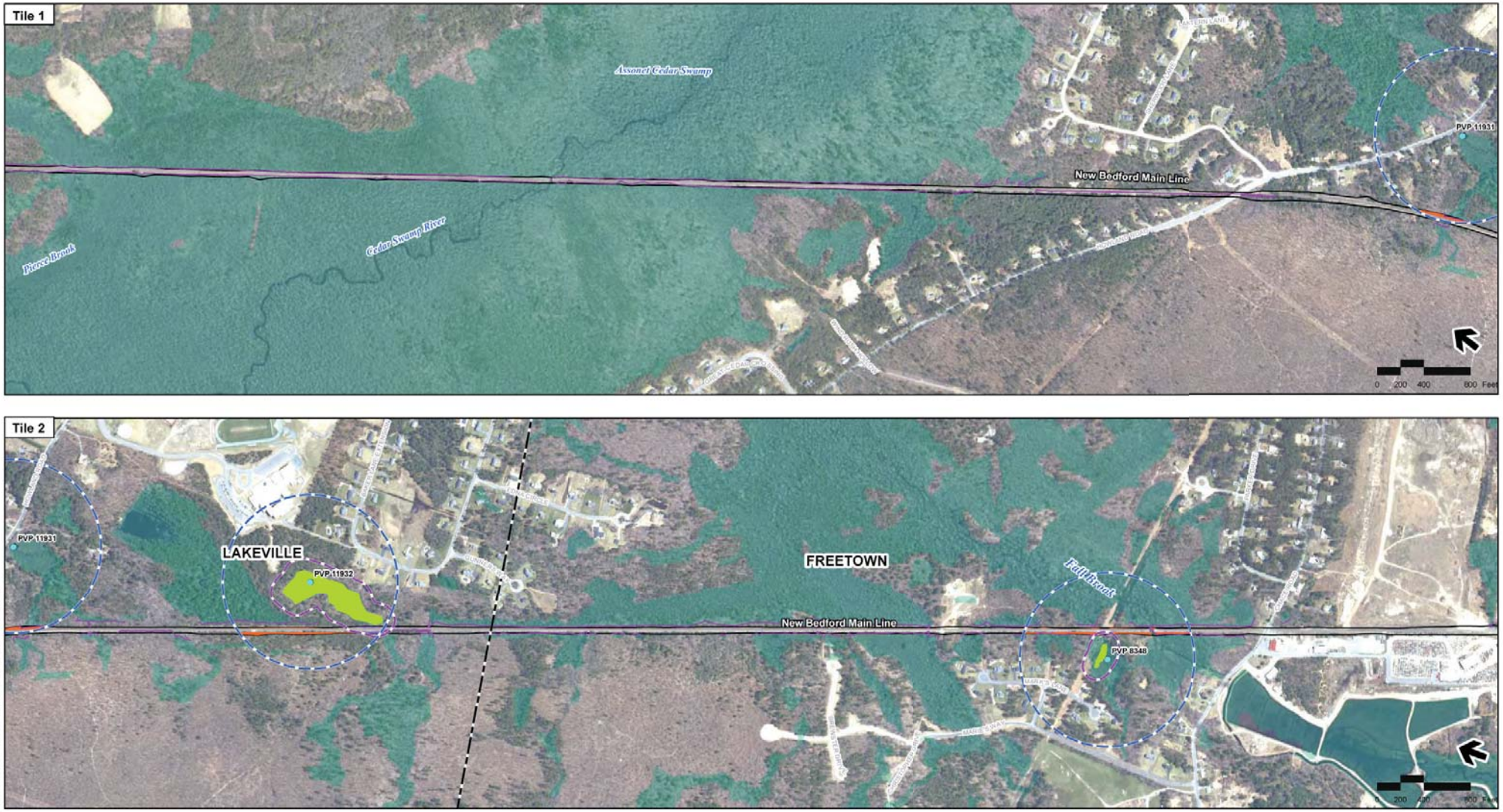


Figure 4.14-8a

Vernal Pool Impacts
New Bedford Main Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)

Wetlands

- Wetland Delineation
- Wetland
- Vernal Pool Habitat

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

- 100-foot Buffer
- 750-foot Buffer
- Fill to Vernal Pool
- Fill to Vernal Pool Habitat
- Loss of Buffer Habitat
- Loss of Upland Habitat

Index Map



Figure 4.14-8b

Vernal Pool Impacts
New Bedford Main Line

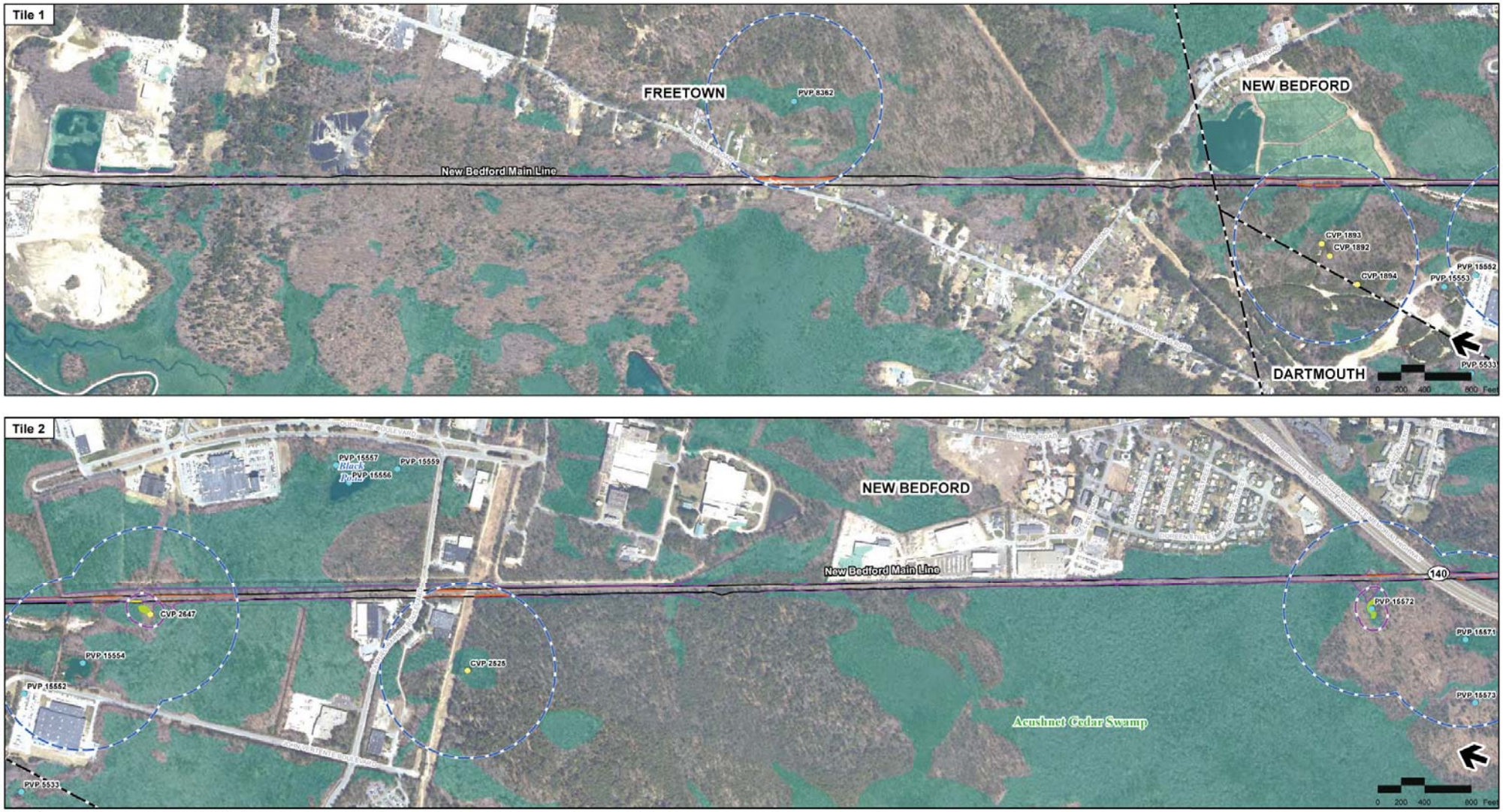


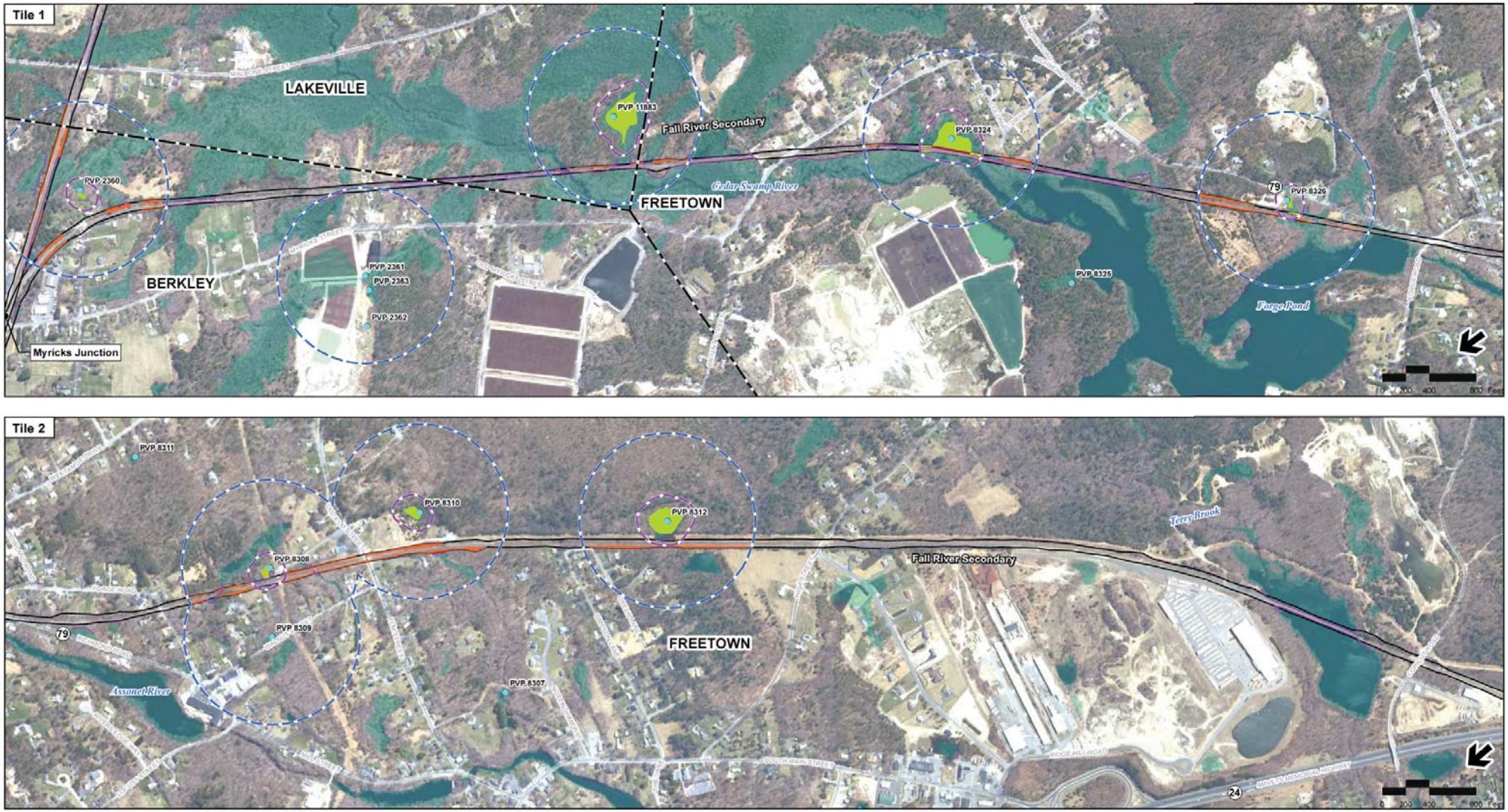
Figure 4.14-8c

Vernal Pool Impacts
New Bedford Main Line



Figure 4.14-8d

Vernal Pool Impacts
New Bedford Main Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)

Wetlands

- Wetland Delineation
- Wetland
- Vernal Pool Habitat

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

- 100-foot Buffer
- 750-foot Buffer
- Fill to Vernal Pool
- Fill to Vernal Pool Habitat
- Loss of Buffer Habitat
- Loss of Upland Habitat

Index Map



Figure 4.14-9a

Vernal Pool Impacts
Fall River Secondary



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)

Wetlands

- Wetland Delineation
- Wetland
- Vernal Pool Habitat

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

- 100-foot Buffer
- 750-foot Buffer
- Fill to Vernal Pool
- Fill to Vernal Pool Habitat
- Loss of Buffer Habitat
- Loss of Upland Habitat

Index Map



Figure 4.14-9b

Vernal Pool Impacts
Fall River Secondary



Printing Date: 5/10/2012
File: \\mabos\projects\10111.00\GIS\projects\FEIS\VP\FallRiver_Page3.mxd

Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)

Wetlands

- Wetland Delineation
- Wetland
- Vernal Pool Habitat

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

- 100-foot Buffer
- 750-foot Buffer
- Fill to Vernal Pool
- Fill to Vernal Pool Habitat
- Loss of Buffer Habitat
- Loss of Upland Habitat

Index Map



Figure 4.14-9c

Vernal Pool Impacts
Fall River Secondary



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Proposed Rail Station
- Limit of Grading

Wetlands

- Wetland
- Vernal Pool Habitat

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-Identified Potential Vernal Pool

- 100-foot Buffer
- 750-foot Buffer
- Loss of Buffer Habitat
- Loss of Upland Habitat

Index Map

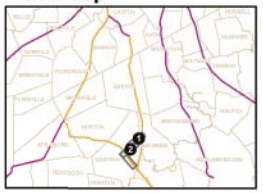


Figure 4.14-10a

Whittenton Alternative
Raynham Junction to Weir Junction

Vernal Pool Impacts



Printing Date: 10/4/2012
File: \\vhb\proj\Boston\10111.00\GIS\project\FEIS\Whittenton\Vernal Pools\Whittenton_Page2.mxd

Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Proposed Rail Station
- Limit of Grading

Wetlands

- Wetland
- Vernal Pool Habitat

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-Identified Potential Vernal Pool

- 100-foot Buffer
- 750-foot Buffer
- Loss of Buffer Habitat
- Loss of Upland Habitat

Index Map

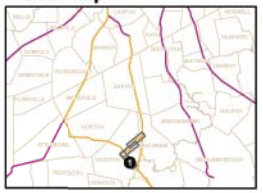
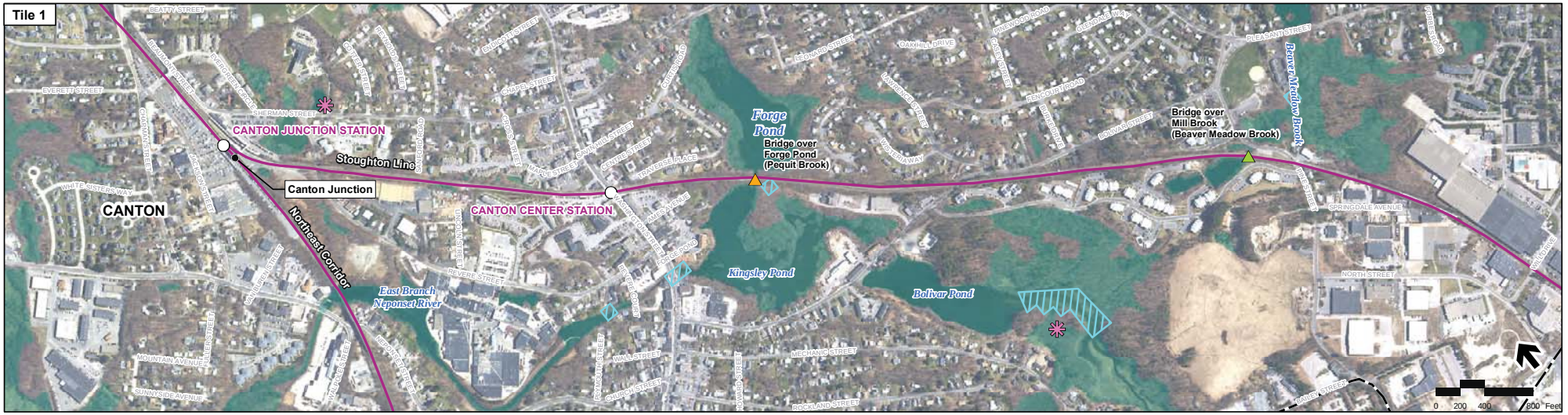


Figure 4.14-10b

Whittenton Alternative
Raynham Junction to Weir Junction

Vernal Pool Impacts





Printing Date: 1/31/2013
File: \\WABOS\projects\10\11.00\GIS\projects\FEIS\Bridge_CulvertStoughton_Page1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map

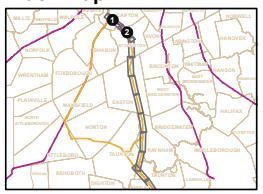


Figure 4.14-11a

Fish and Wildlife Crossings
Stoughton Line



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map

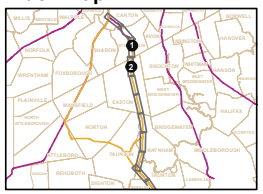


Figure 4.14-11b

Fish and Wildlife Crossings
Stoughton Line

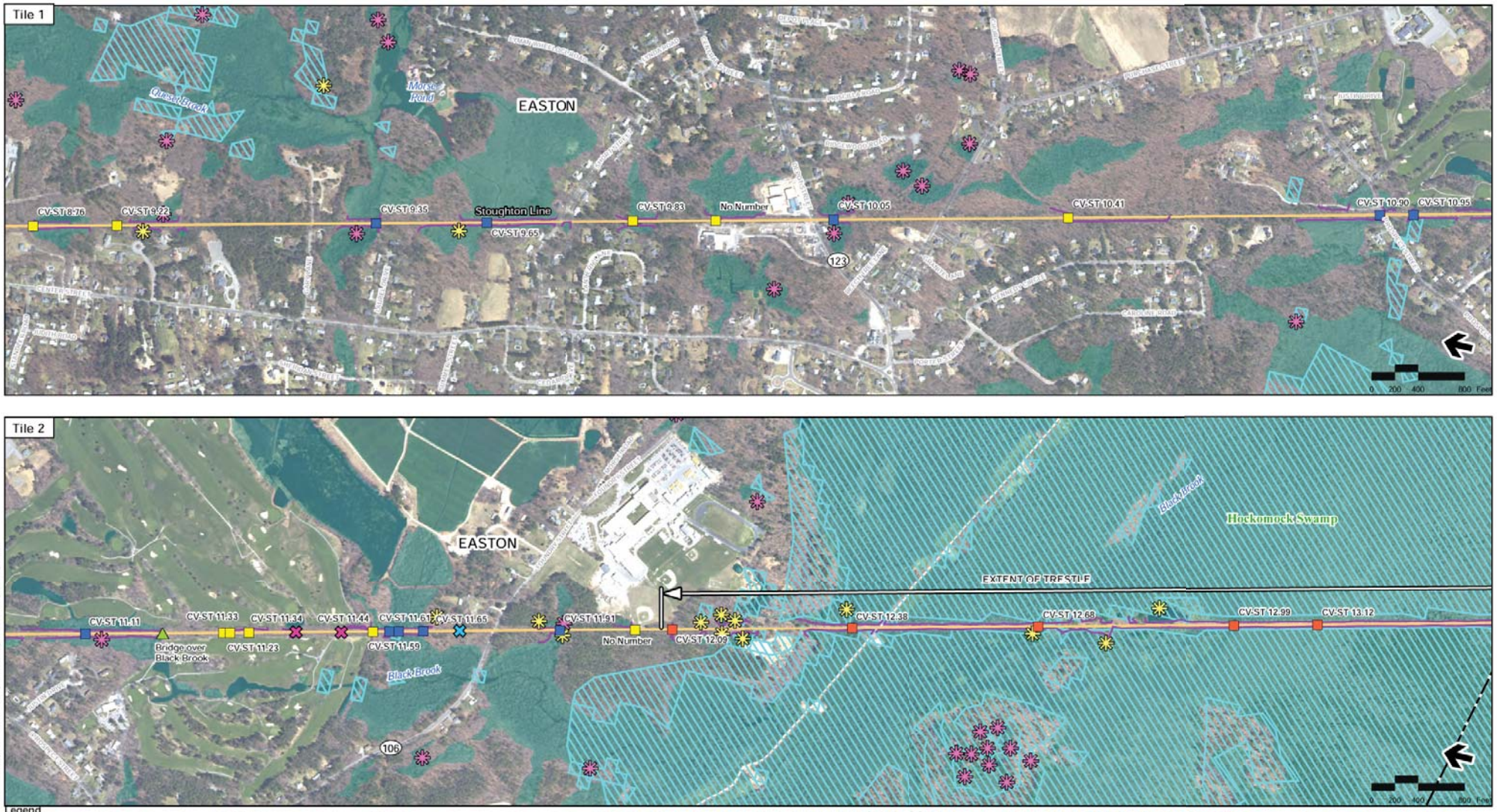


Figure 4.14-11c

Fish and Wildlife Crossings
Stoughton Line

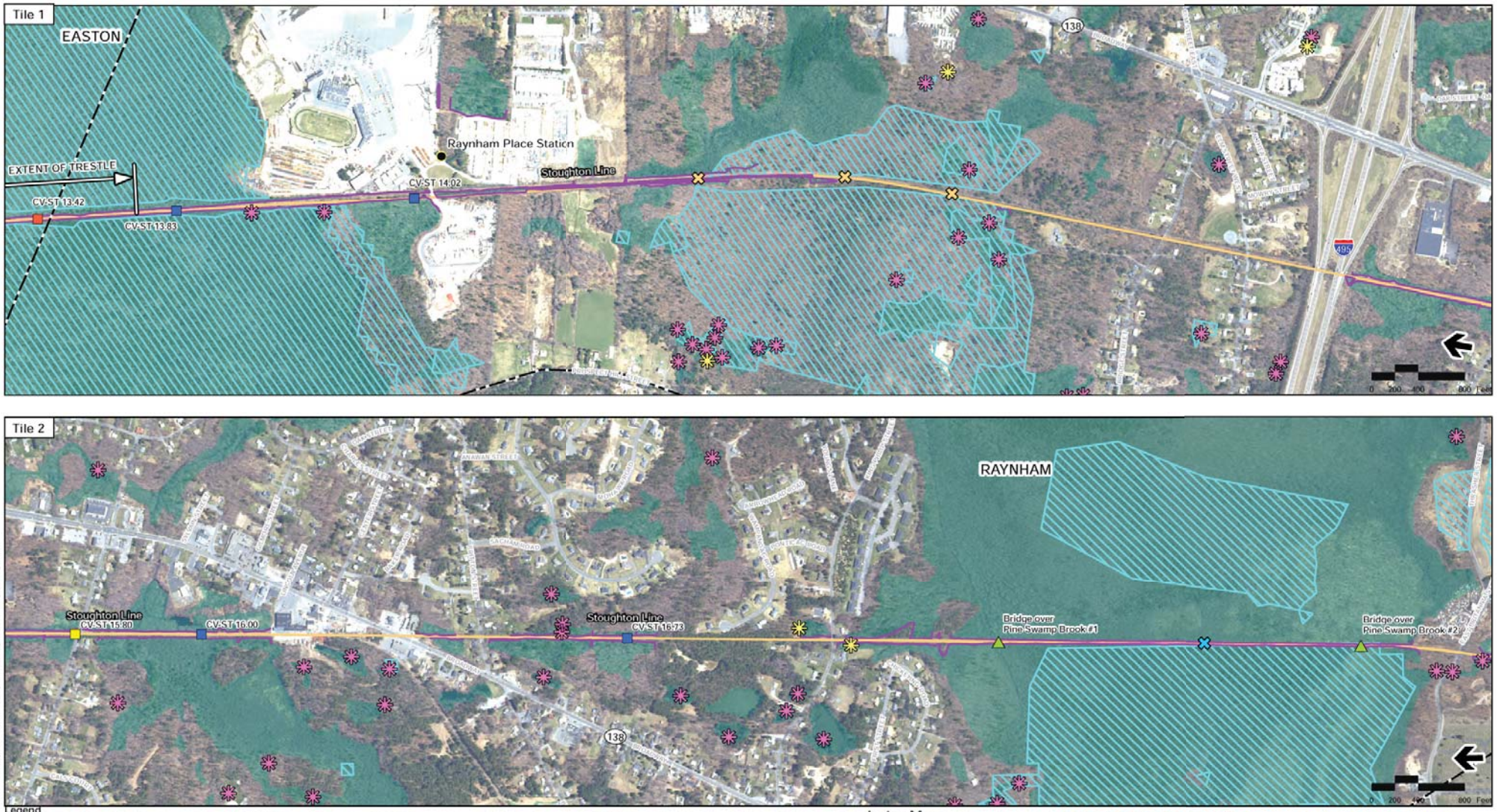


Figure 4.14-11d

Fish and Wildlife Crossings
Stoughton Line



Figure 4.14-11e

Fish and Wildlife Crossings
Stoughton Line/New Bedford Main Line



Figure 4.14-12a

Fish and Wildlife Crossings
New Bedford Main Line

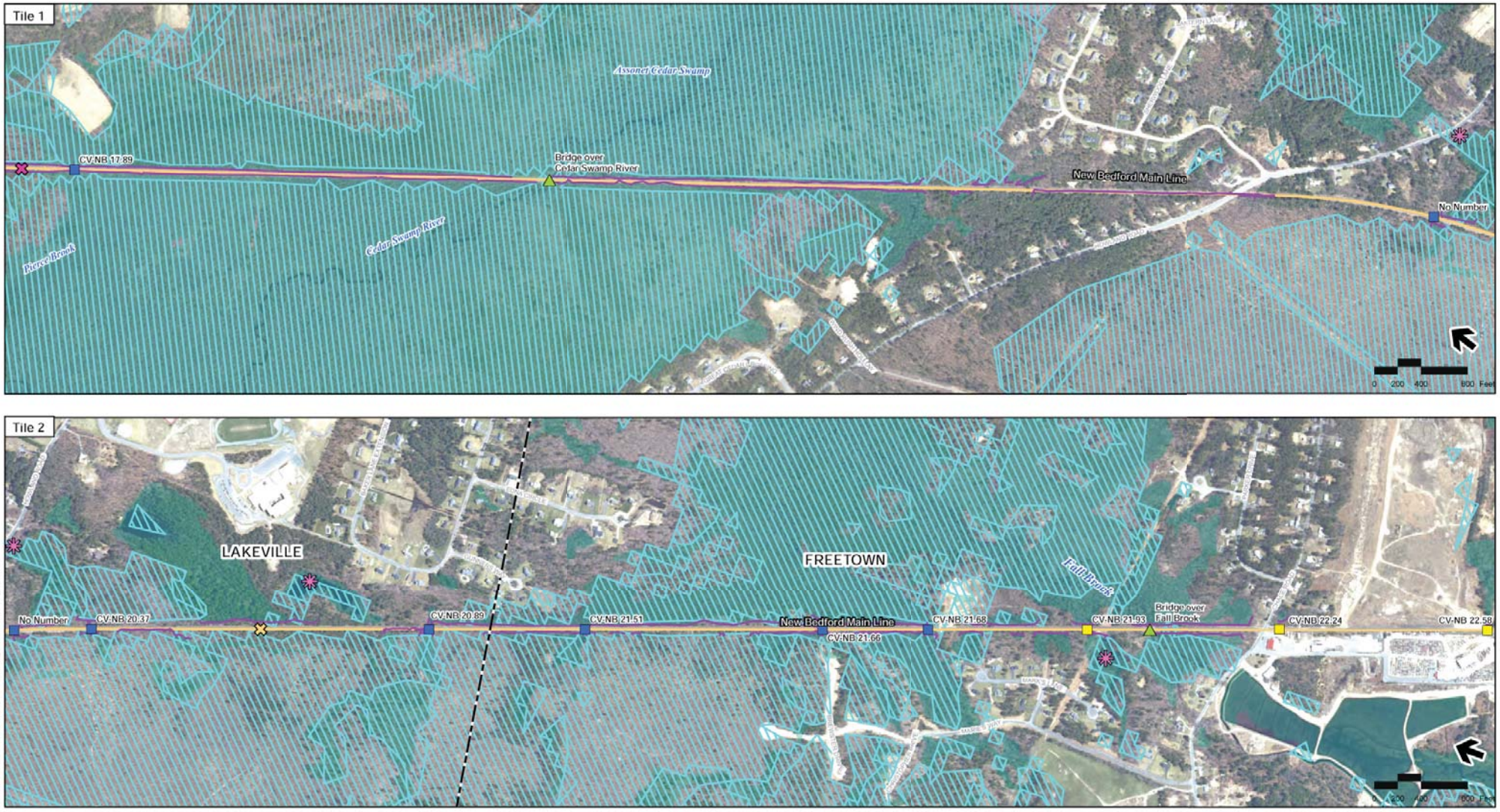


Figure 4.14-12b

Fish and Wildlife Crossings
New Bedford Main Line





Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map

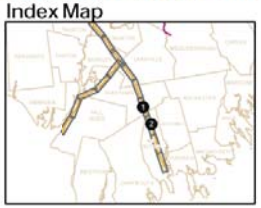


Figure 4.14-12c

Fish and Wildlife Crossings
New Bedford Main Line



Figure 4.14-12d

Fish and Wildlife Crossings
New Bedford Main Line

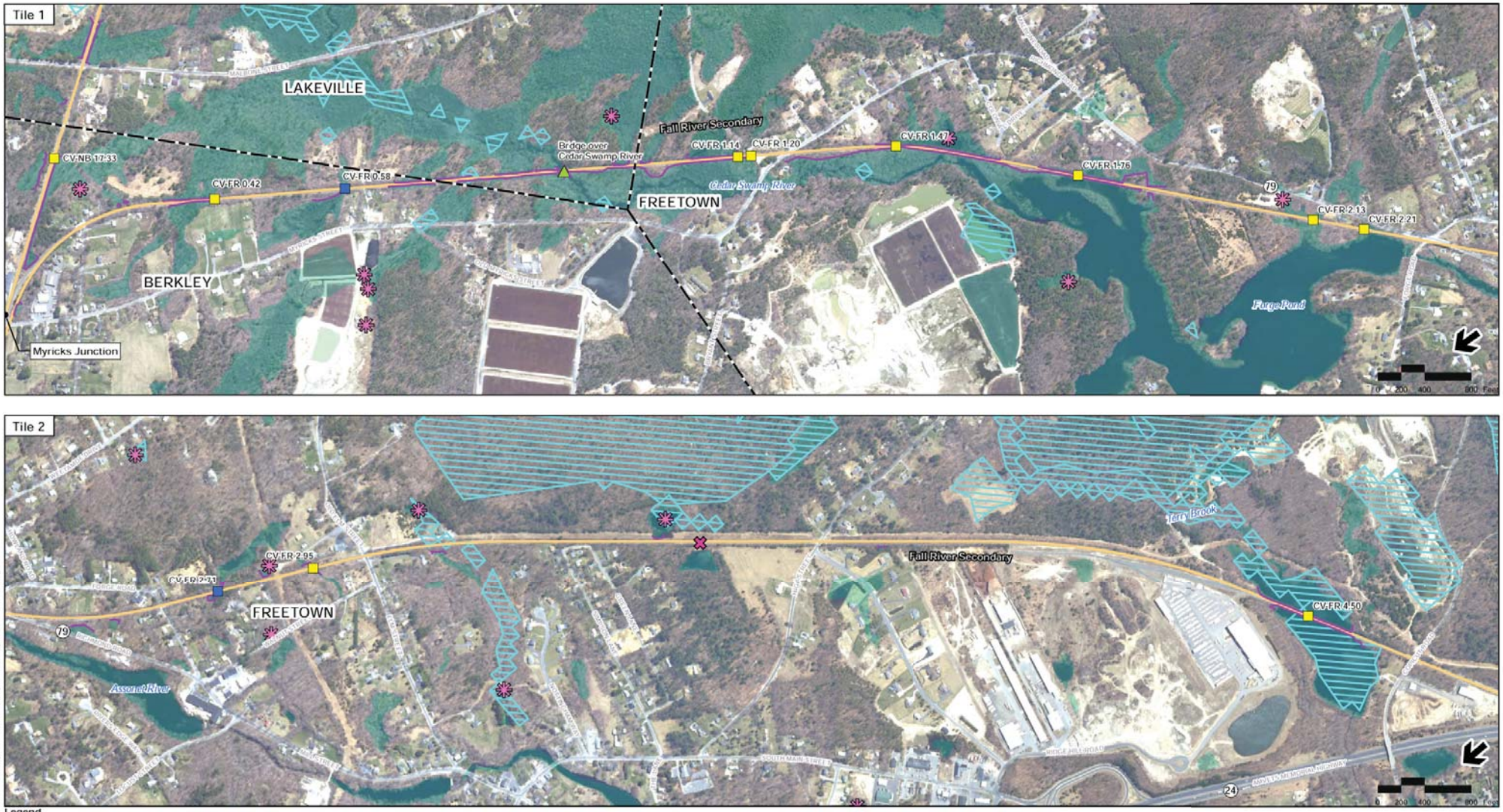


Figure 4.14-13a

Fish and Wildlife Crossings
Fall River Secondary





Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map



Figure 4.14-13b

Fish and Wildlife Crossings
Fall River Secondary



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map



Figure 4.14-13c

Fish and Wildlife Crossings
Fall River Secondary



Figure 4.14-14a

Whittenton Alternative
Raynham Junction to Weir Junction

Fish and Wildlife Crossings



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

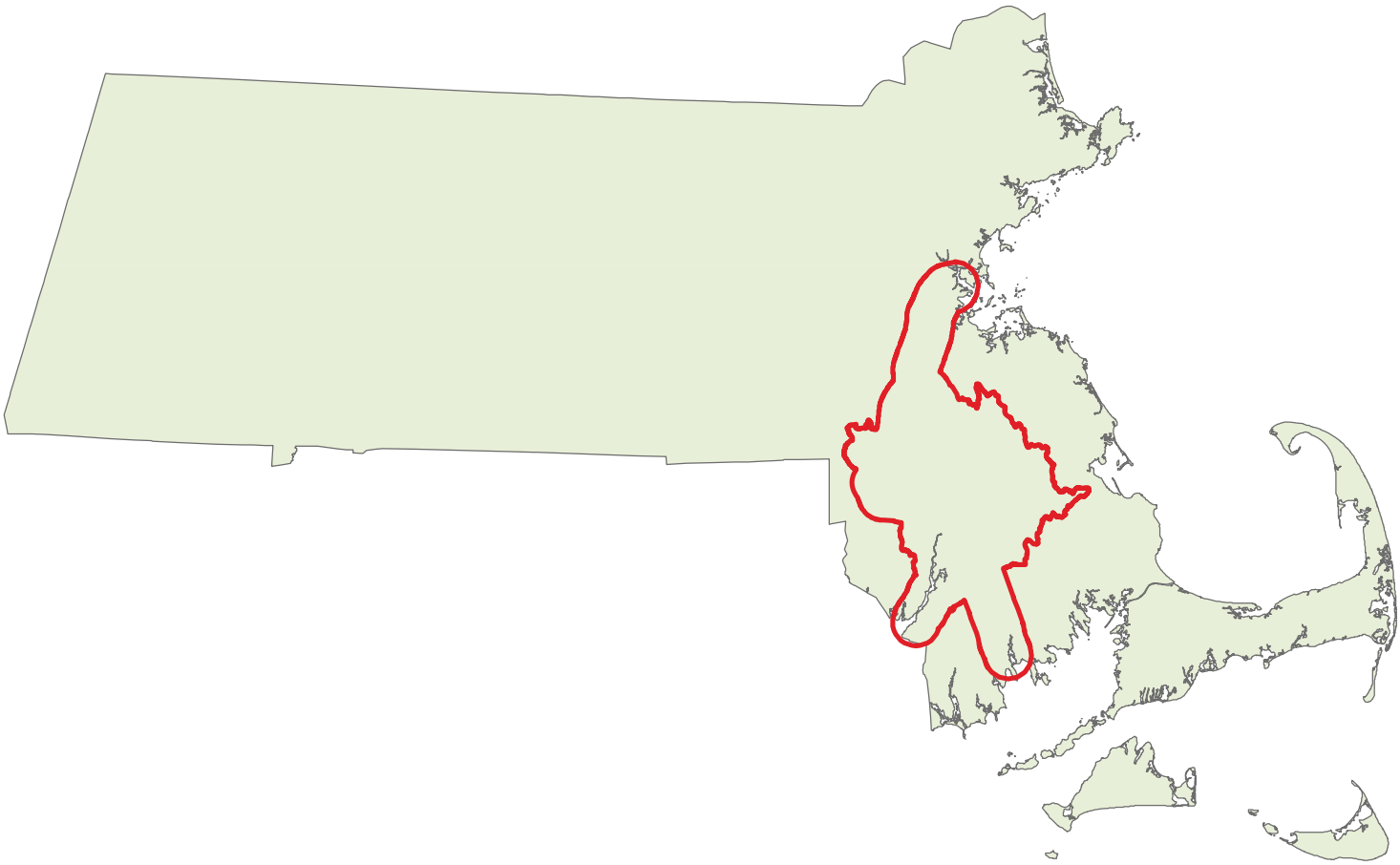
- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Figure 4.14-14b

Whittenton Alternative
Raynham Junction to Weir Junction

Fish and Wildlife Crossings

9/21/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\EC\CAPS\BIO_CAPS_StudyArea.mxd



0 12 24 Miles

Legend

Study Area

Figure 4.14-15

Study Area for the
South Coast Rail Analysis

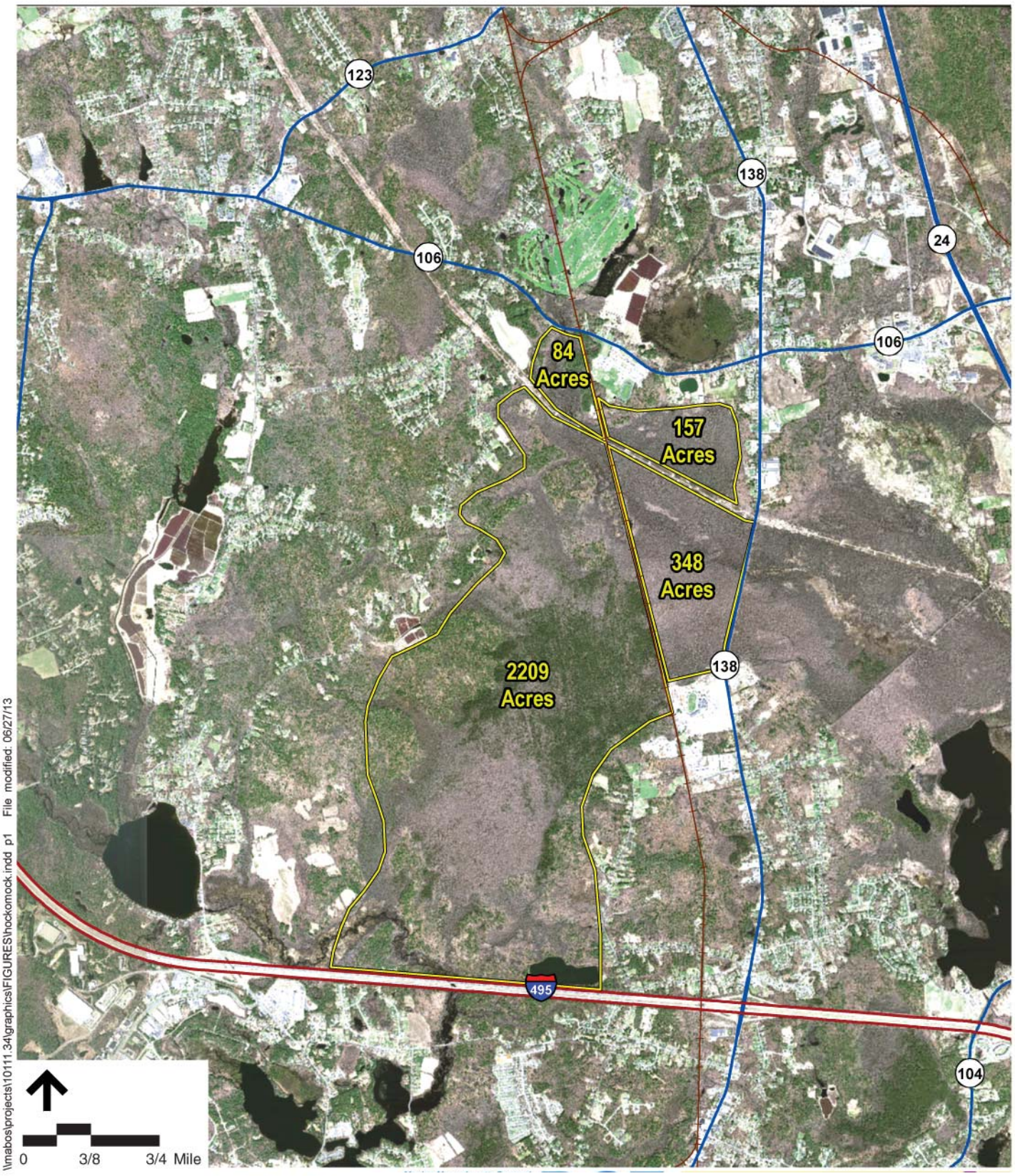
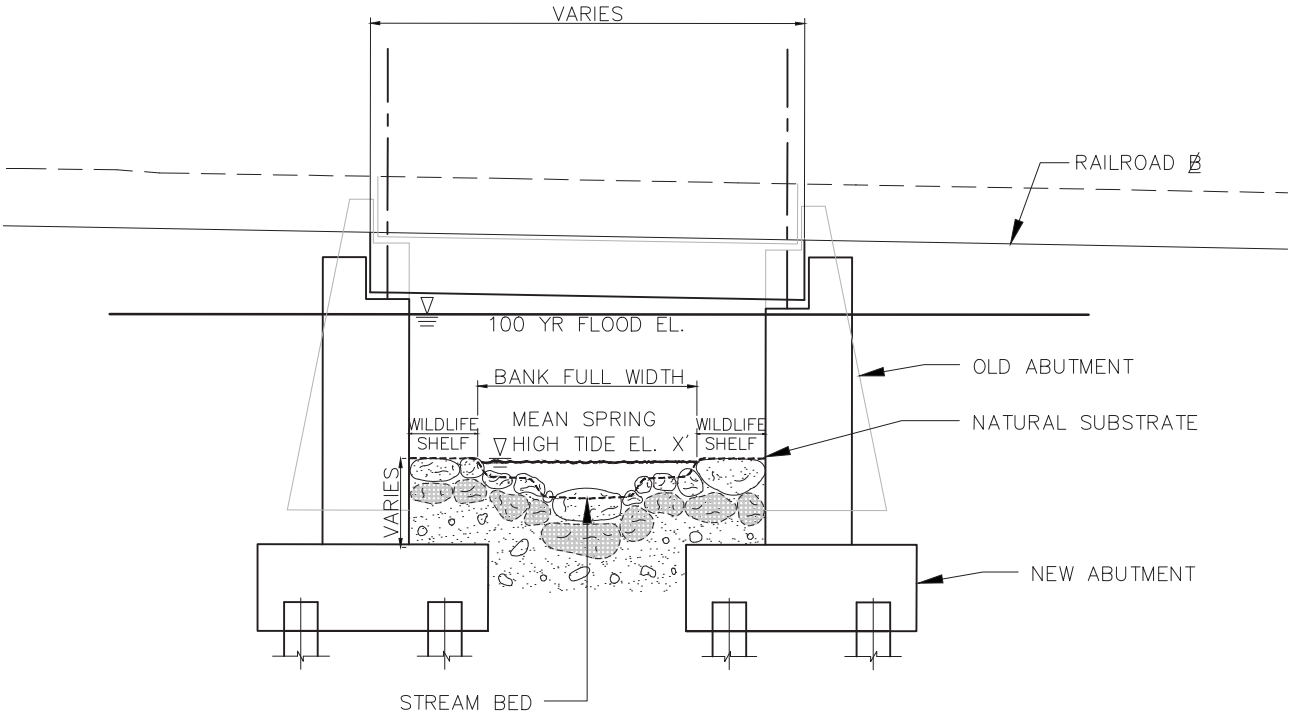


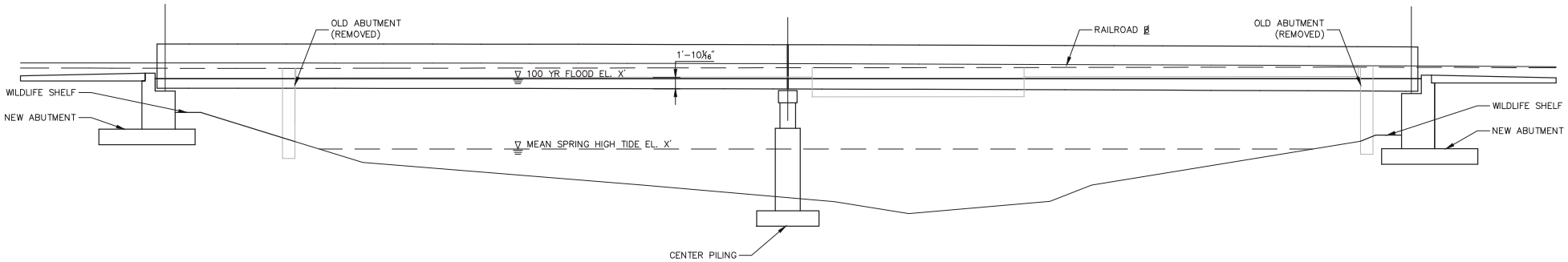
Figure 4.14-16
Hockomock Swamp Areas



\\mabos\projects\10111.00\cad\st\planset\Stoughton\10111_07.95S_SMALLCREEK.dwg Printing Date: 5/11/2012

Figure 4.14-21a

Typical Single-span Bridge
Cross Section



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Figure 4.14-21b

Typical Two-span Bridge
Cross Section

Printing Date: 3/10/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\Stations_Biodiversity.mxd



Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Station
- Forested Upland
- Upland Scrub Shrub
- Wooded Swamp Deciduous
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Figure 4.14-26

Taunton Depot Station

Biodiversity Impacts

Printing Date: 3/10/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\Stations_Biodiversity.mxd



Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Station
- Forested Upland
- Upland Scrub Shrub
- Wooded Swamp Deciduous
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Figure 4.14-27

Freetown Station

Biodiversity Impacts

Printing Date: 3/10/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\Stations_Biodiversity.mxd



Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Station
- Forested Upland
- Upland Scrub Shrub
- Wooded Swamp Deciduous
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

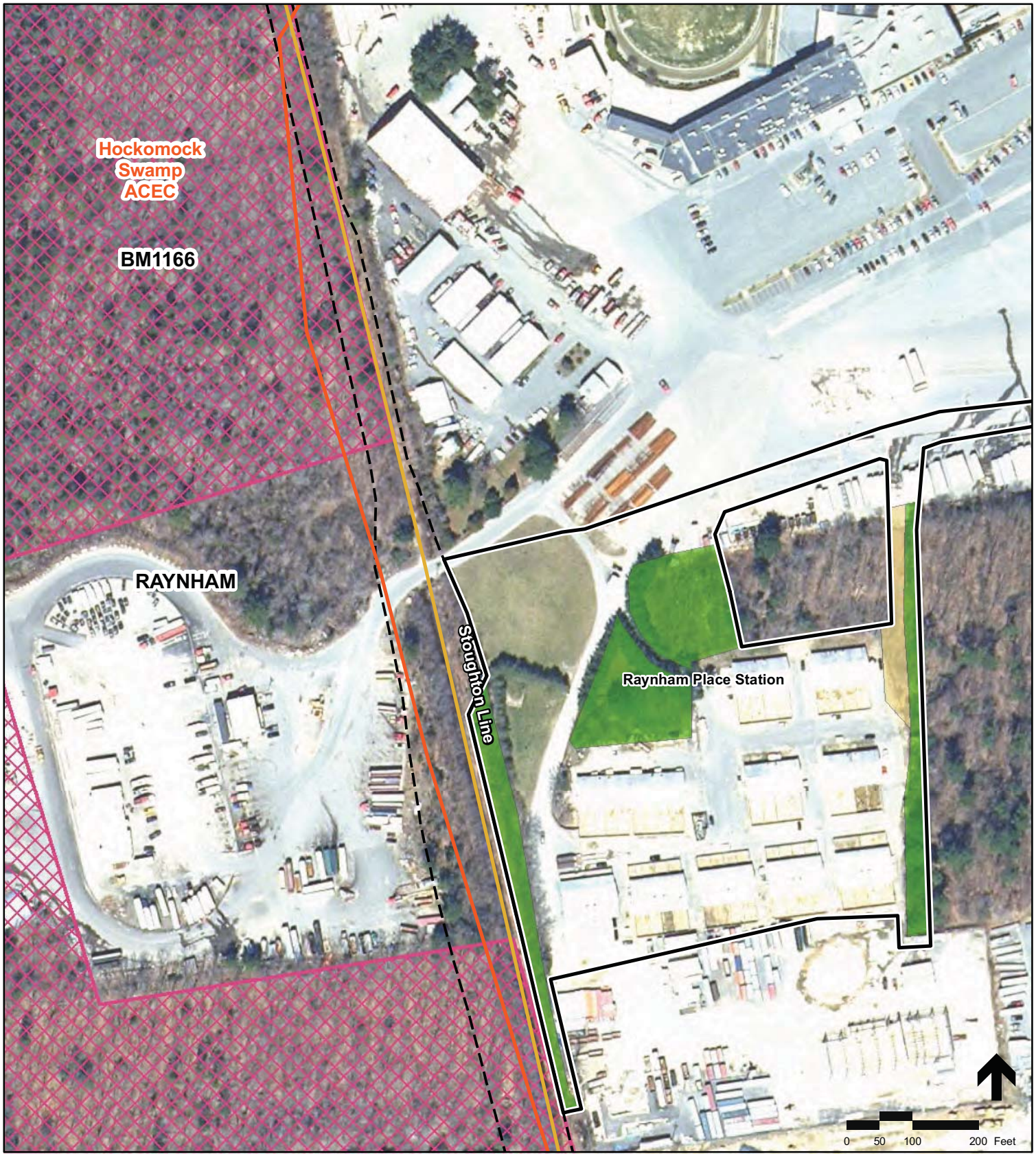
Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Figure 4.14-28

North Easton Station

Biodiversity Impacts

Printing Date: 3/10/2009
File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\Stations_Biodiversity.mxd



Legend

- Proposed Alternative
- Limit of Permanent Impact for Proposed Rail
- Limit of Work for Proposed Station
- Forested Upland
- Upland Scrub Shrub
- Wooded Swamp Deciduous
- Area of Critical Environmental Concern (ACEC)
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)
- # Vernal Pool ID

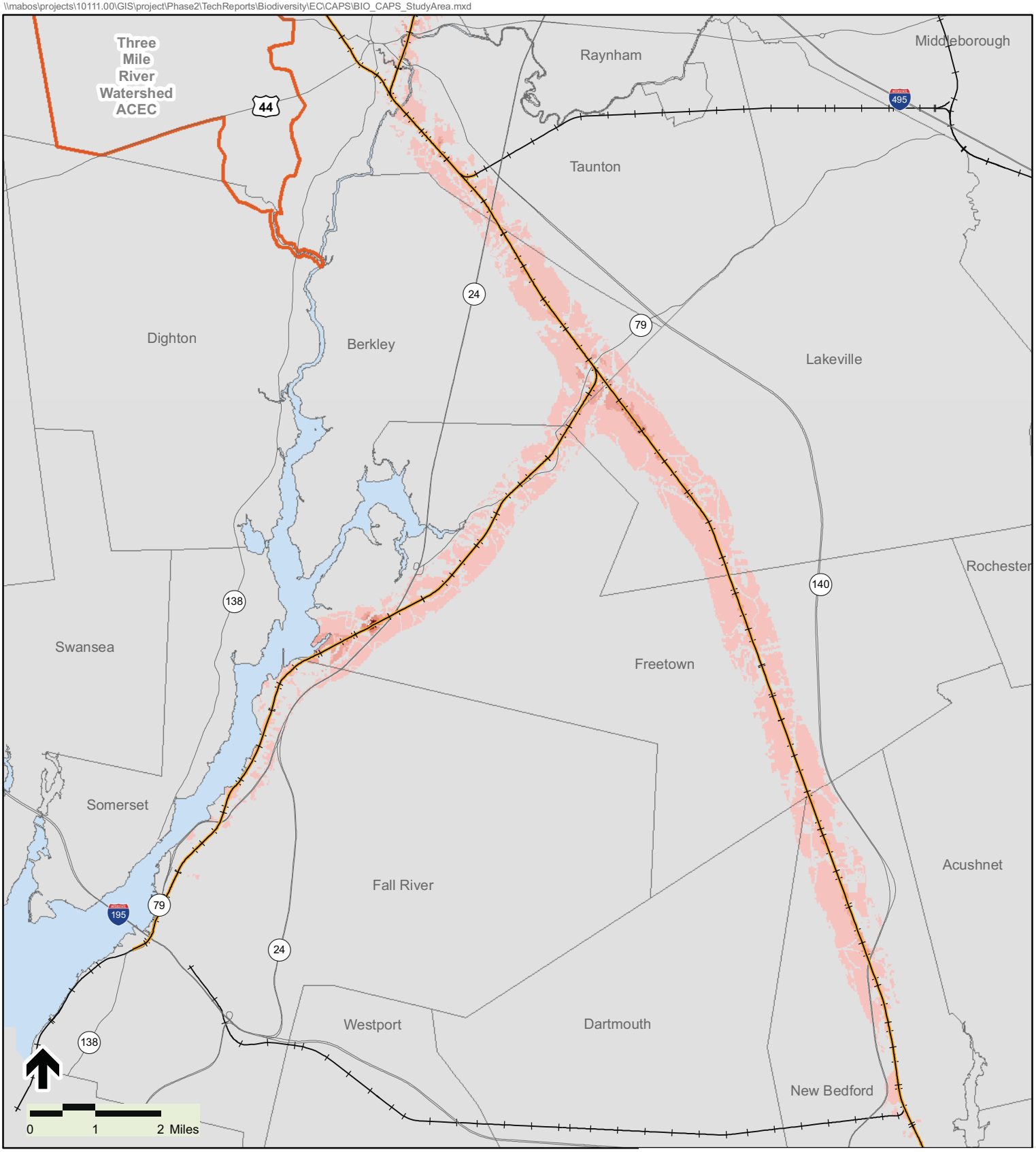
Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Figure 4.14-29

Raynham Place Station

Biodiversity Impacts

9/21/2009
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Legend

Area of Critical Environmental Concern (ACEC)

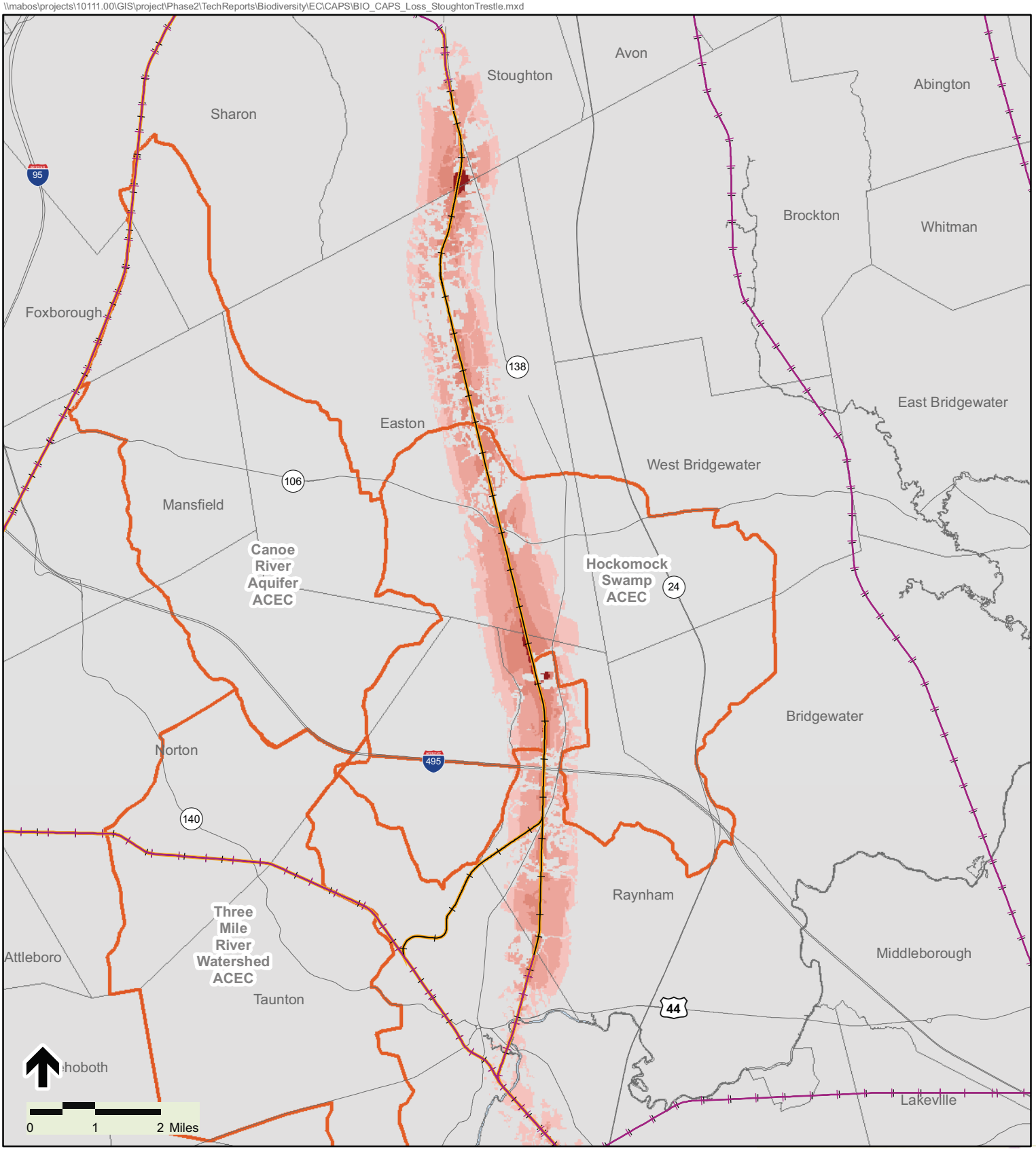
Proposed Alternative Rail

Figure 4.14-30

Modeled Loss in Ecological Integrity for the Southern Triangle

Note: Darker areas represent greater loss

9/21/2009
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Legend

Area of Critical Environmental Concern (ACEC)

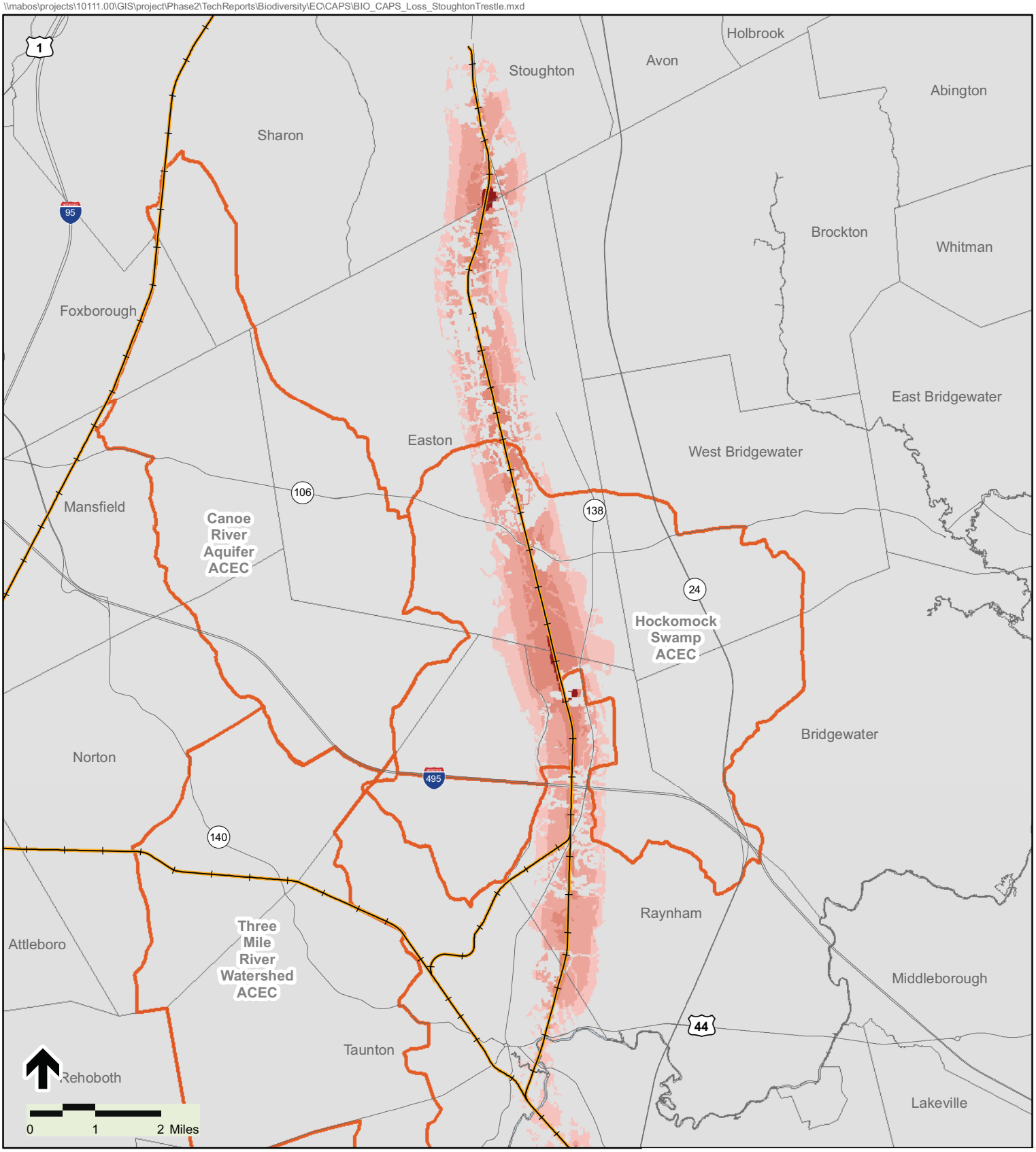
Proposed Alternative Rail

Figure 4.14-31

Modeled Loss in Ecological Integrity
for the Stoughton Alternative (with Trestle)

Note: Darker areas represent greater loss

9/21/2009
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Legend

Area of Critical Environmental Concern (ACEC)

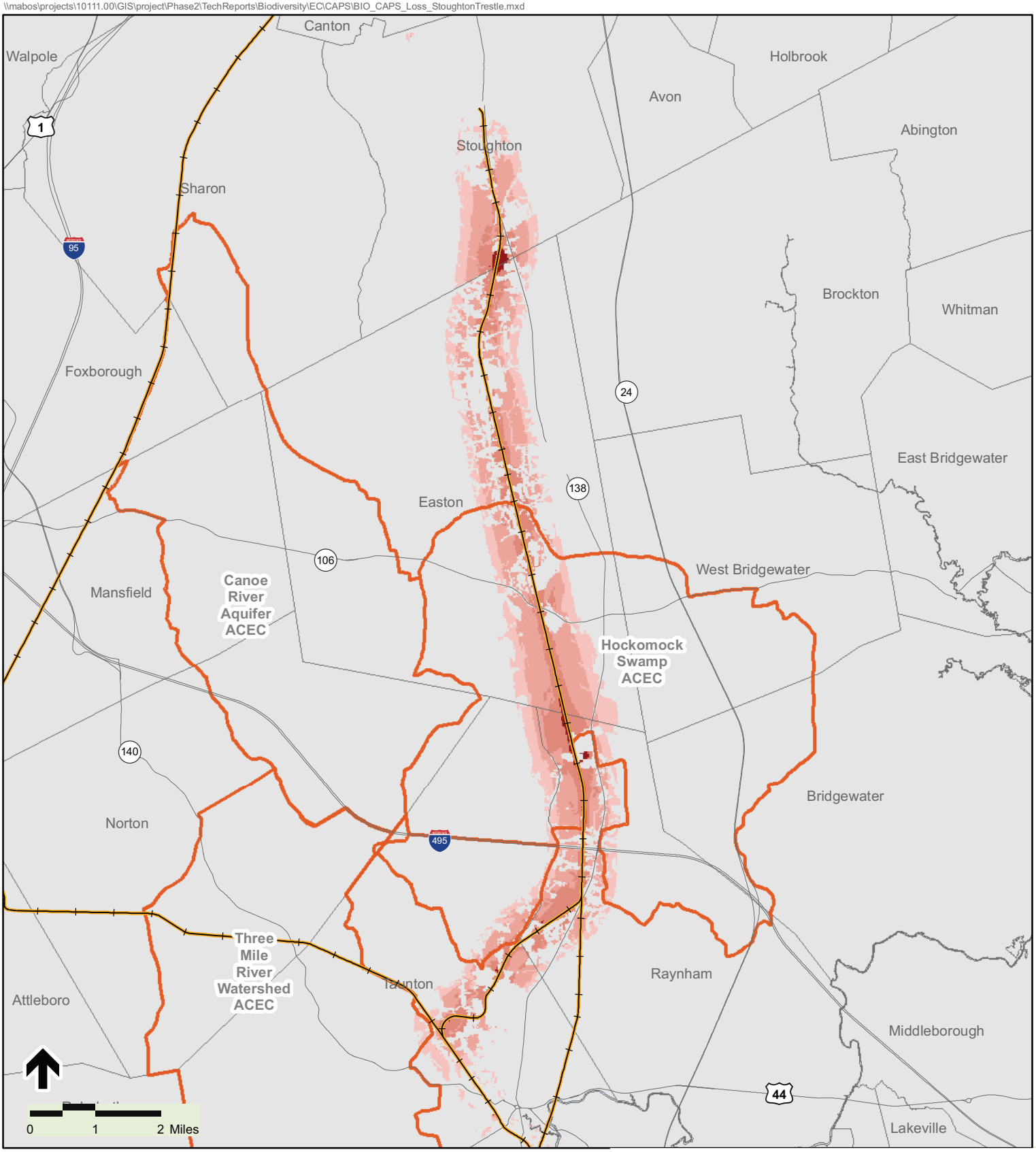
Proposed Alternative Rail

Figure 4.14-32

Modeled Loss in Ecological Integrity for the Stoughton Alternative (without trestle)

Note: Darker areas represent greater loss

9/21/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\EC\CAPS\BIO_CAPS_Loss_StoughtonTrestle.mxd



Legend

Area of Critical Environmental Concern (ACEC)

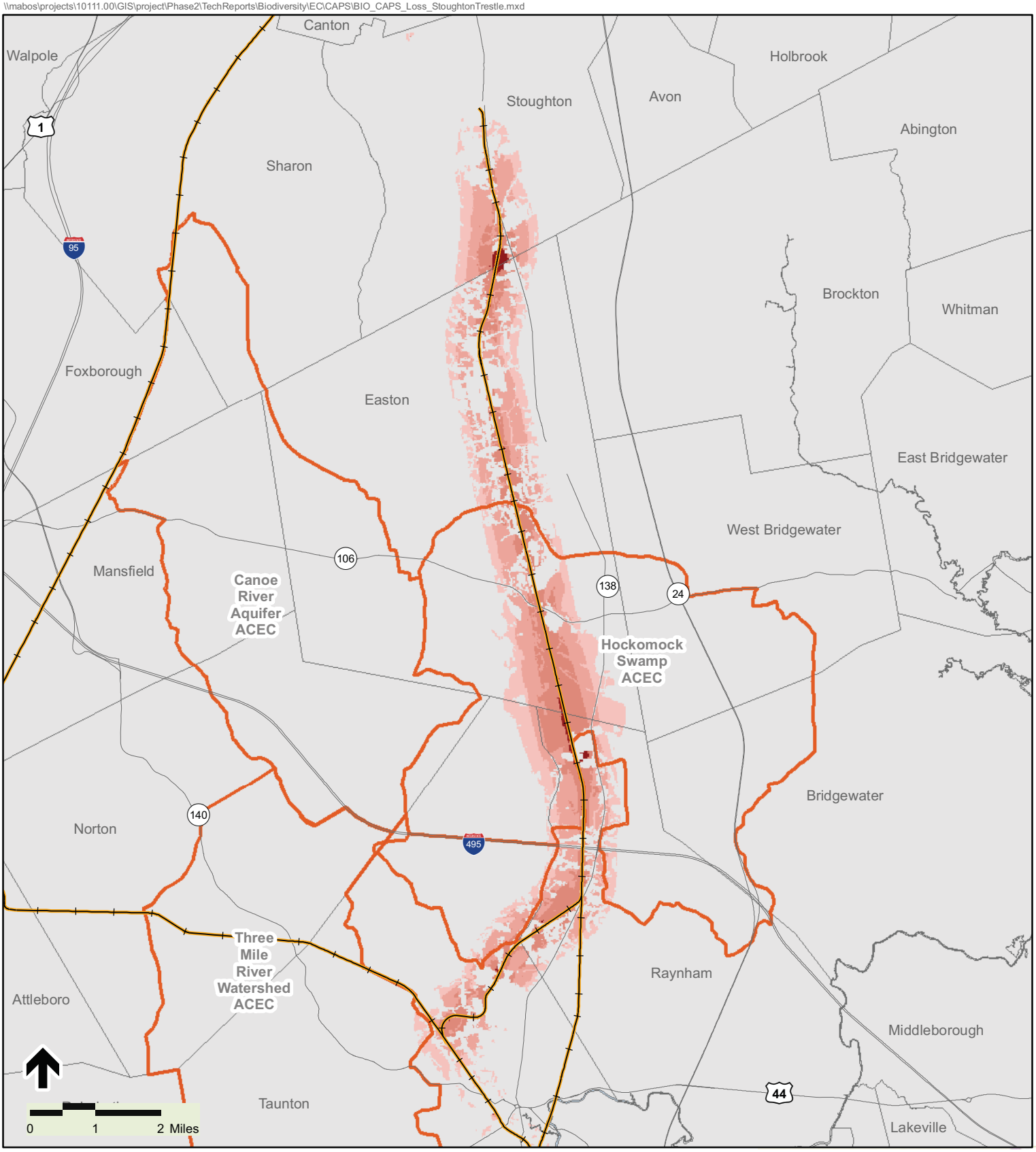
Proposed Alternative Rail

Figure 4.14-33

Modeled Loss in Ecological Integrity for the Whittenton Alternative (with trestle)

Note: Darker areas represent greater loss

9/23/2009
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Legend

Area of Critical Environmental Concern (ACEC)

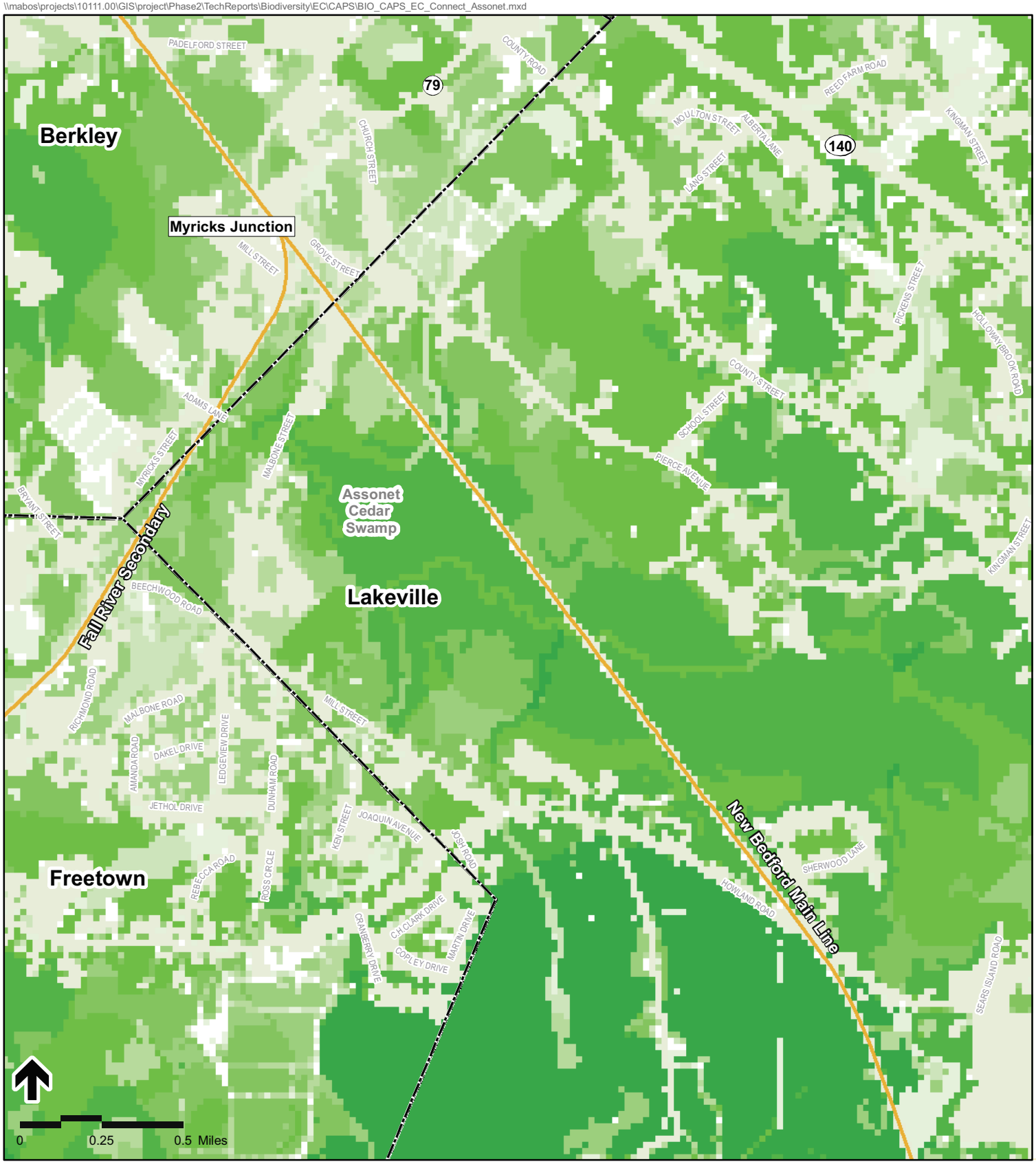
Proposed Alternative Rail

Figure 4.14-34

Modeled Loss in Ecological Integrity for the Whittenton Alternative (without trestle)

Note: Darker areas represent greater loss

11/12/2009
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Legend

Connectedness

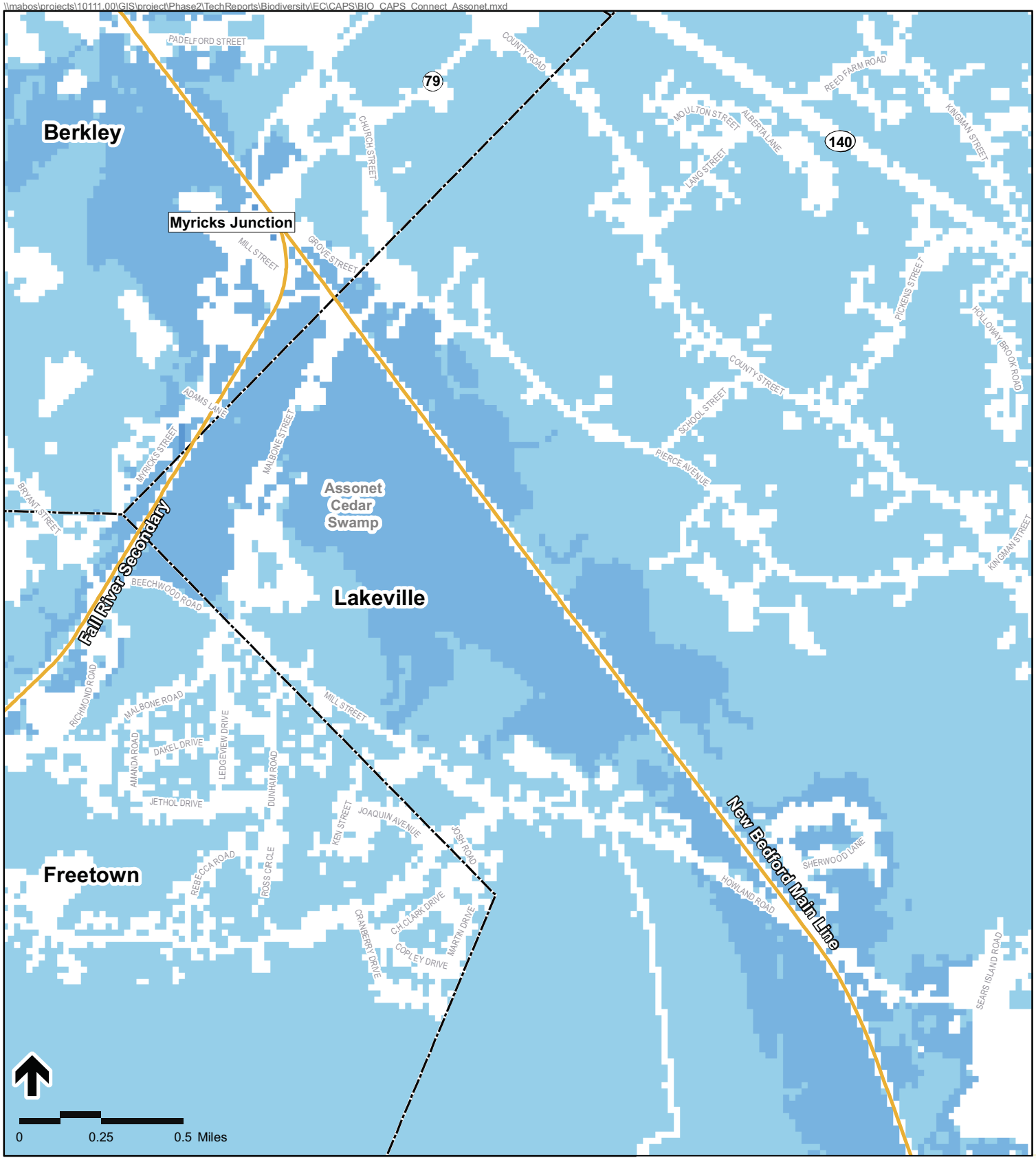
- High
- Moderate
- Low

- Area of Critical Environmental Concern (ACEC)
- Town Boundaries
- Proposed Alternative

Figure 4.14-35

Existing Connectedness for the Assonet Cedar Swamp

9/21/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\EC\CAPS\BIO_CAPS_Connect_Assonet.mxd



Legend

Loss of Connectedness

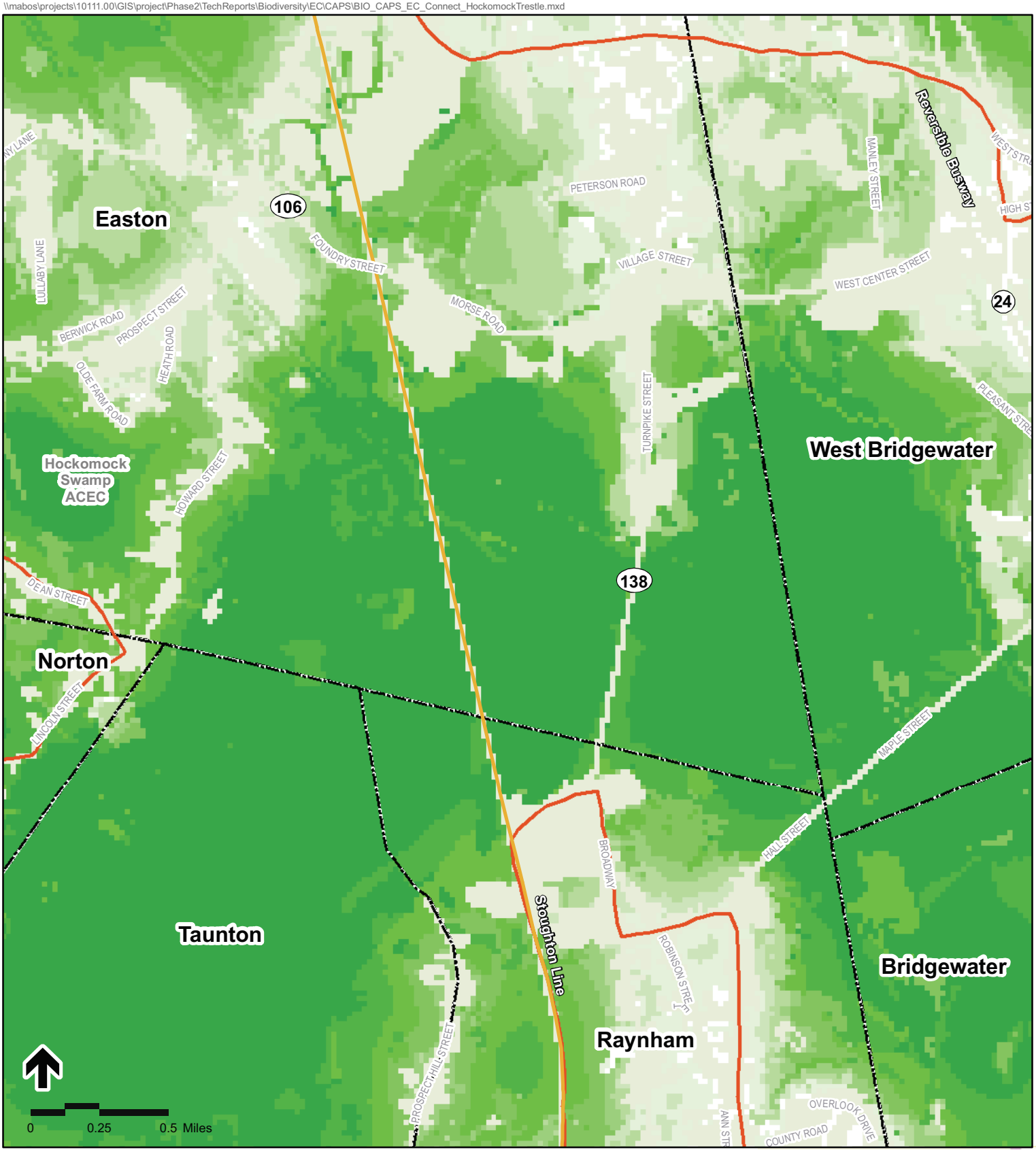
- Major
- Moderate
- Negligible

- Area of Critical Environmental Concern (ACEC)
- Town Boundaries
- Proposed Alternative

Figure 4.14-36

Change in Connectedness for the Assonet Cedar Swamp

11/12/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\EC\CAPS\BIO_CAPS_EC_Connect_HockomockTrestle.mxd



Legend

Connectedness

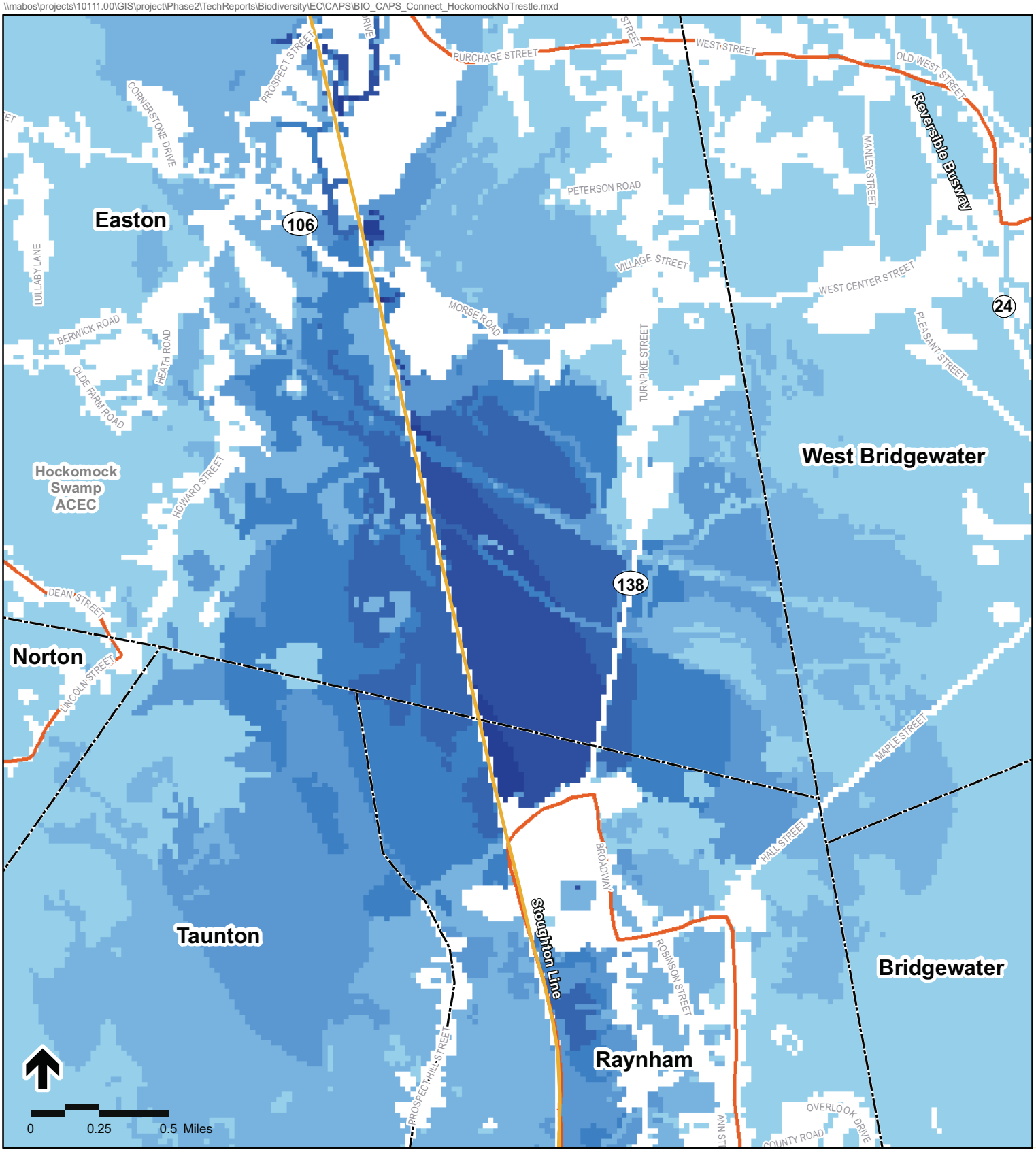
- High
- Moderate
- Low

- Area of Critical Environmental Concern (ACEC)
- Town Boundaries
- Proposed Alternative

Figure 4.14-37

Existing Connectedness for the Hockomock Swamp

9/21/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\EC\CAPS\BIO_CAPS_Connect_HockomockNoTrestle.mxd



Legend

Loss of Connectedness

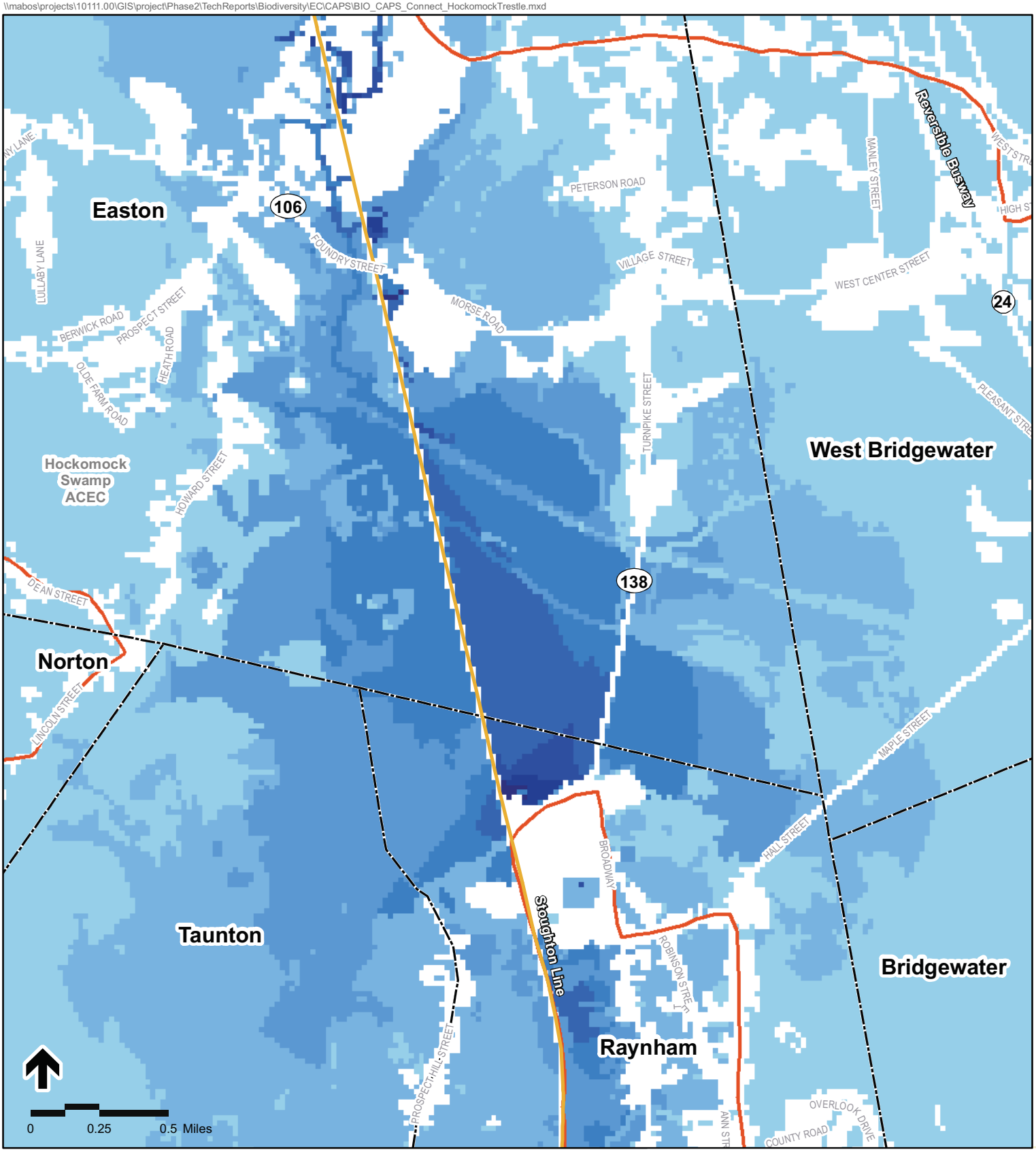
- Major
- Moderate
- Negligible

- Area of Critical Environmental Concern (ACEC)
- Town Boundaries
- Proposed Alternative

Figure 4.14-38

Change in Connectedness for the Hockomock Swamp (without trestle)

9/21/2009
\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\EC\CAPS\BIO_CAPS_Connect_HockomockTrestle.mxd



Legend

Loss of Connectedness

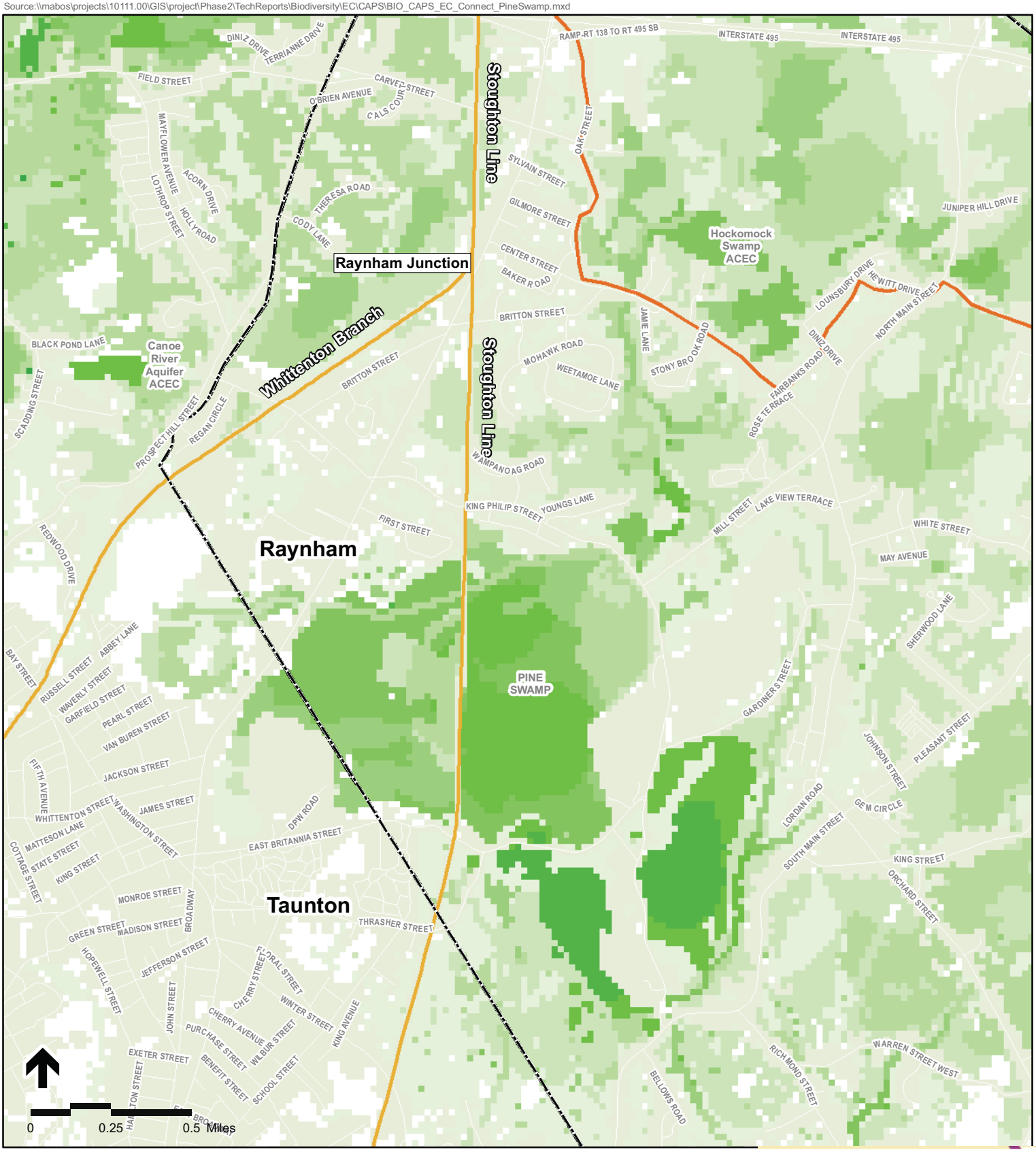
- Major
- Moderate
- Negligible

- Area of Critical Environmental Concern (ACEC)
- Town Boundaries
- Proposed Alternative

Figure 4.14-39

Change in Connectedness for the Hockomock Swamp (with trestle)

11/12/2009
Source:\\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Biodiversity\EC\CAPS\BIO_CAPS_EC_Connect_PineSwamp.mxd



Legend

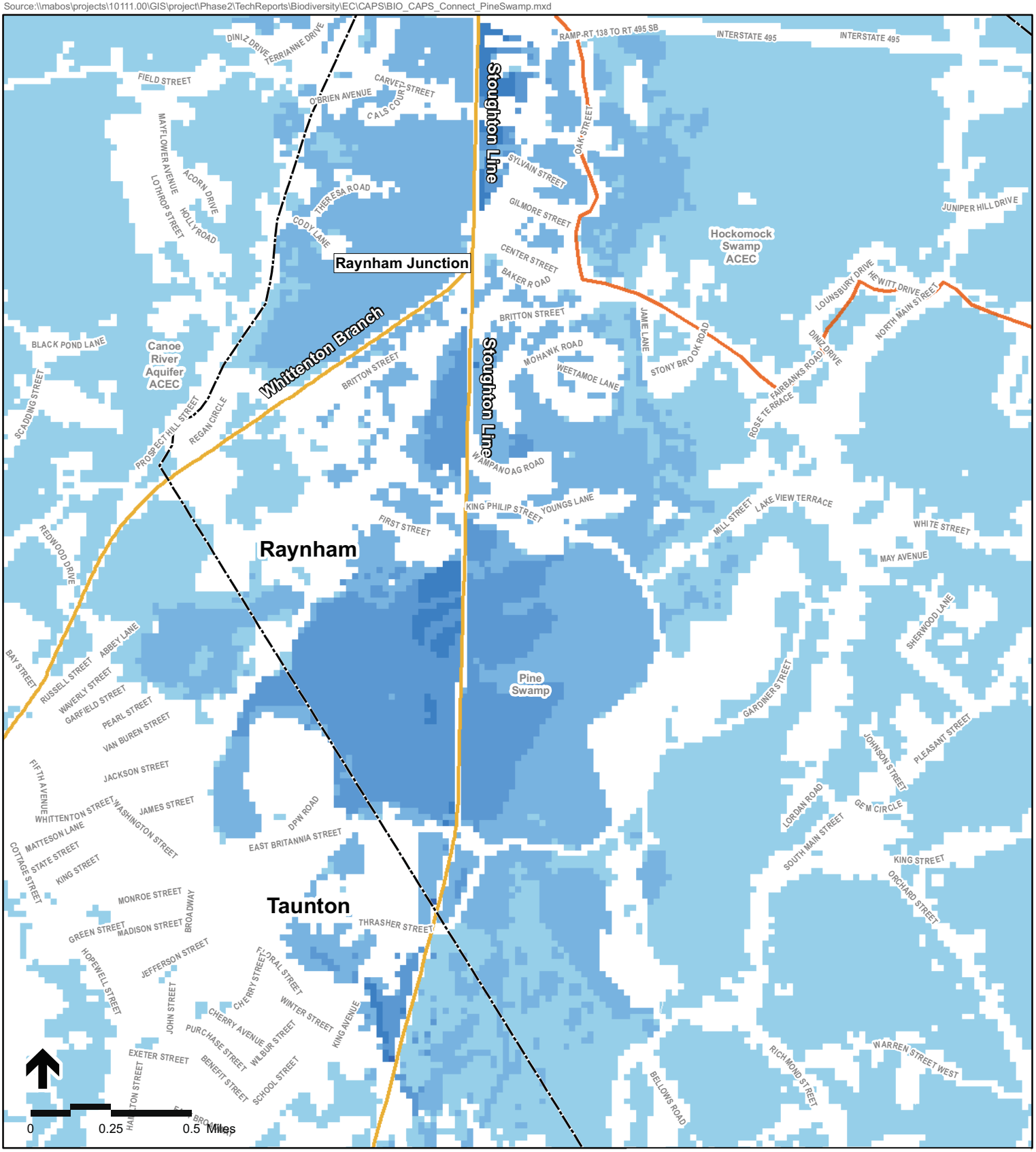
Connectedness

- High
- Moderate
- Low

- Area of Critical Environmental Concern (ACEC)
- Town Boundaries
- Proposed Alternative

Figure 4.14-40

Existing Connectedness for the Pine Swamp



Legend

Loss of Connectedness

- Major
- Moderate
- Negligible

- Area of Critical Environmental Concern (ACEC)
- Town Boundaries
- Proposed Alternative

Figure 4.14-41

Change in Connectedness for the Pine Swamp

\\MABOS\projects\10111.00\tech\FINAL_EIS_EIR\Culverts\Decision Tree.indd p1 05/11/12

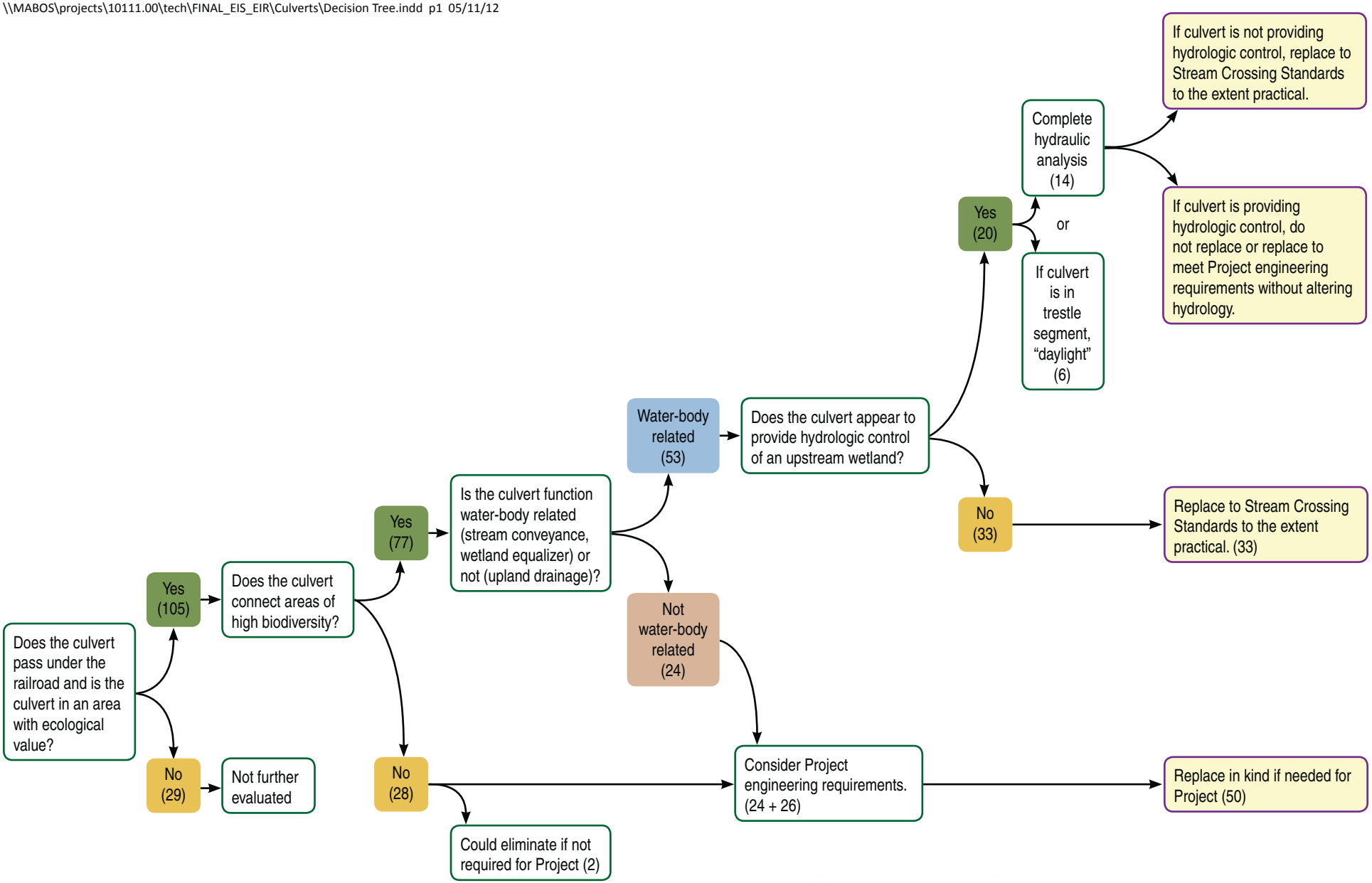
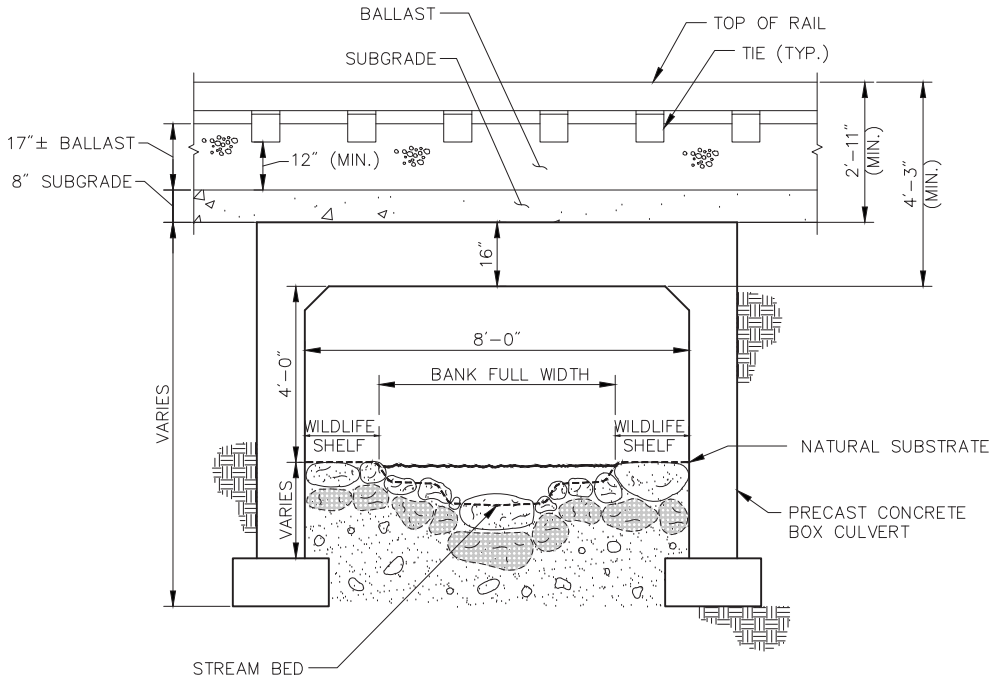


Figure 4.14-42

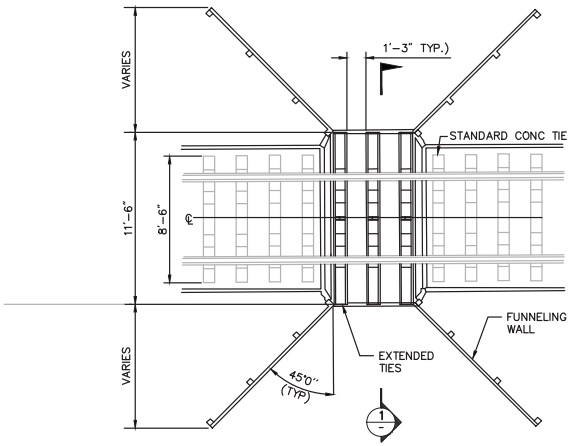
Culvert Mitigation Measure Decision Tree



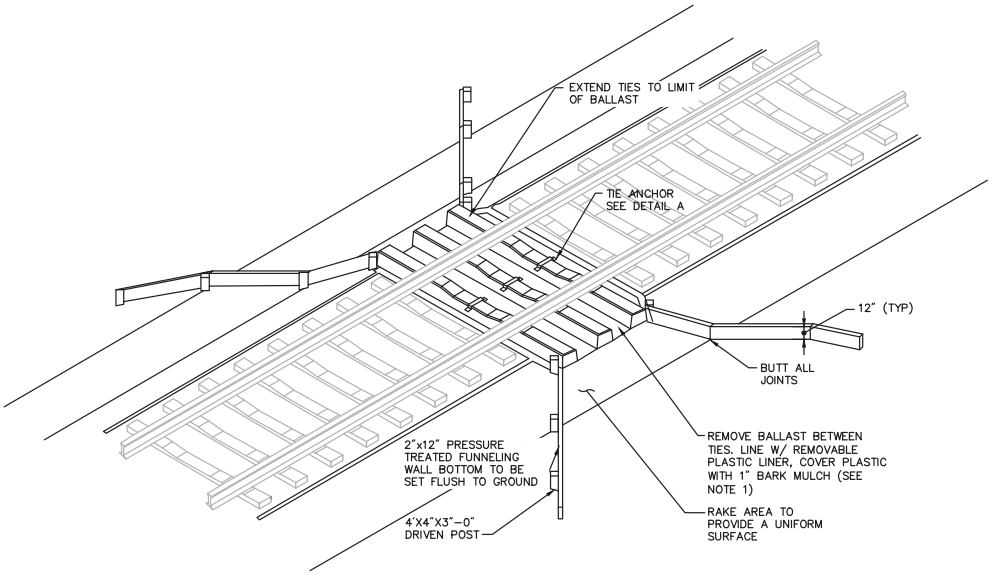
8'-0" WIDE PRECAST CONCRETE BOX CULVERT

SCALE: 1/4"= 1'-0"

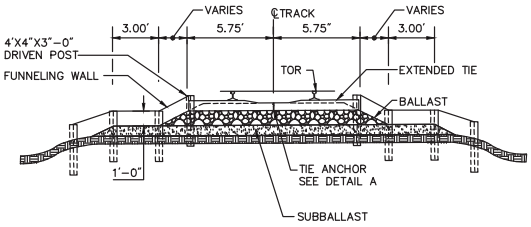
Figure 4.14-43
Typical Culvert Cross Section



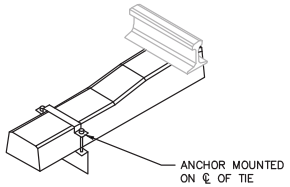
BETWEEN–TIE CROSSING PLAN
NTS



BETWEEN–TIE CROSSING
NTS



SECTION 1/–
NTS



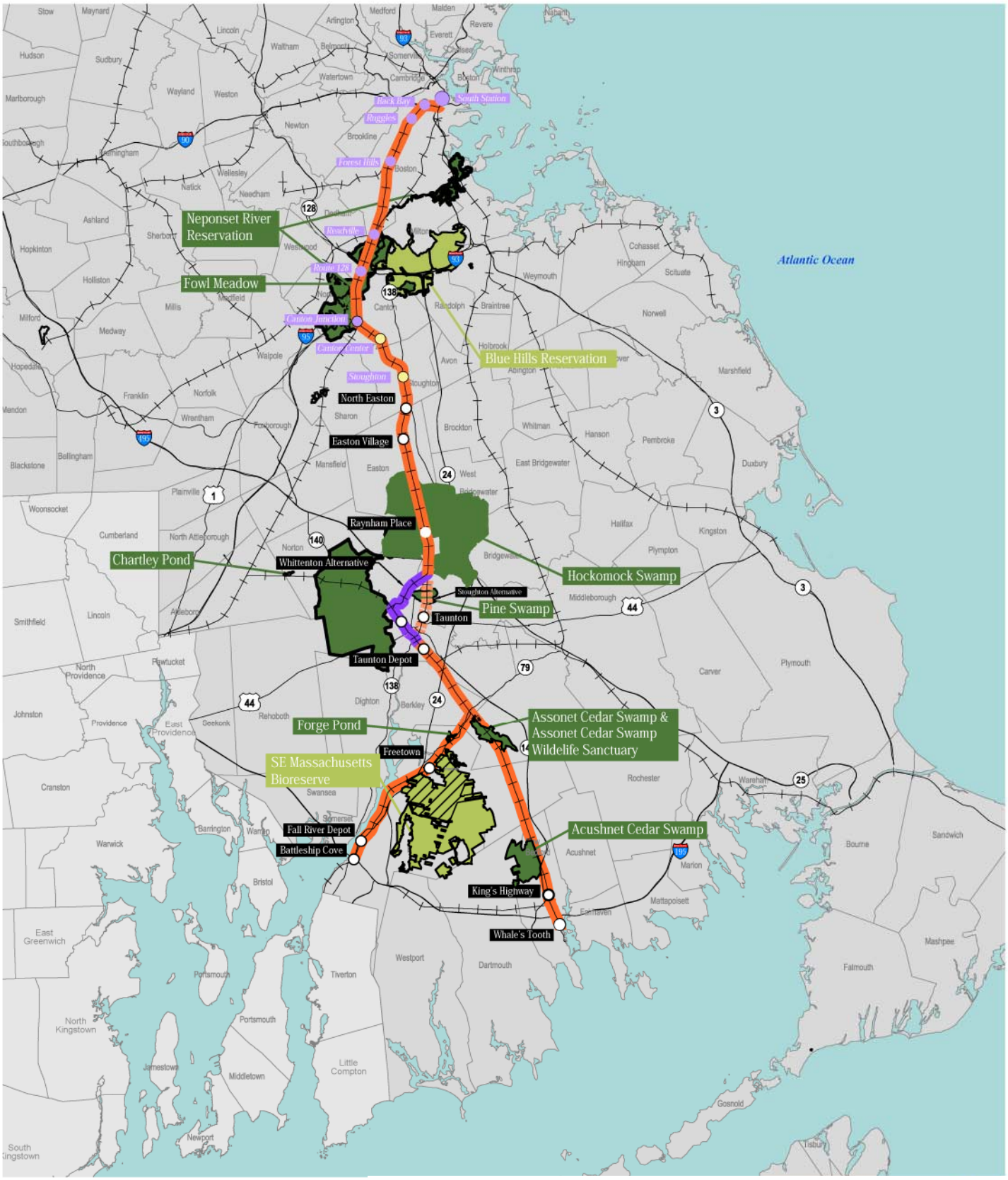
TIE ANCHOR DETAIL A/–
NTS

NOTES:

1. CONTRACTOR TO REMOVE BALLAST BETWEEN TIES AND LINE AREA WITH 40 MIL HDPE FORMED TIGHTLY BETWEEN TIES. CONNECT TO CONC TIES WITH CONC ANCHORS

Figure 4.14-44

Between-tie Crossing



\\vhb\proj\Boston\10111.00\GIS\output\Phase2\TechReports\BiodiversityAE_Figures\10111_BioDiversity-Fig4.14-1.dwg Printing Date: 1/28/2013 11:09 AM

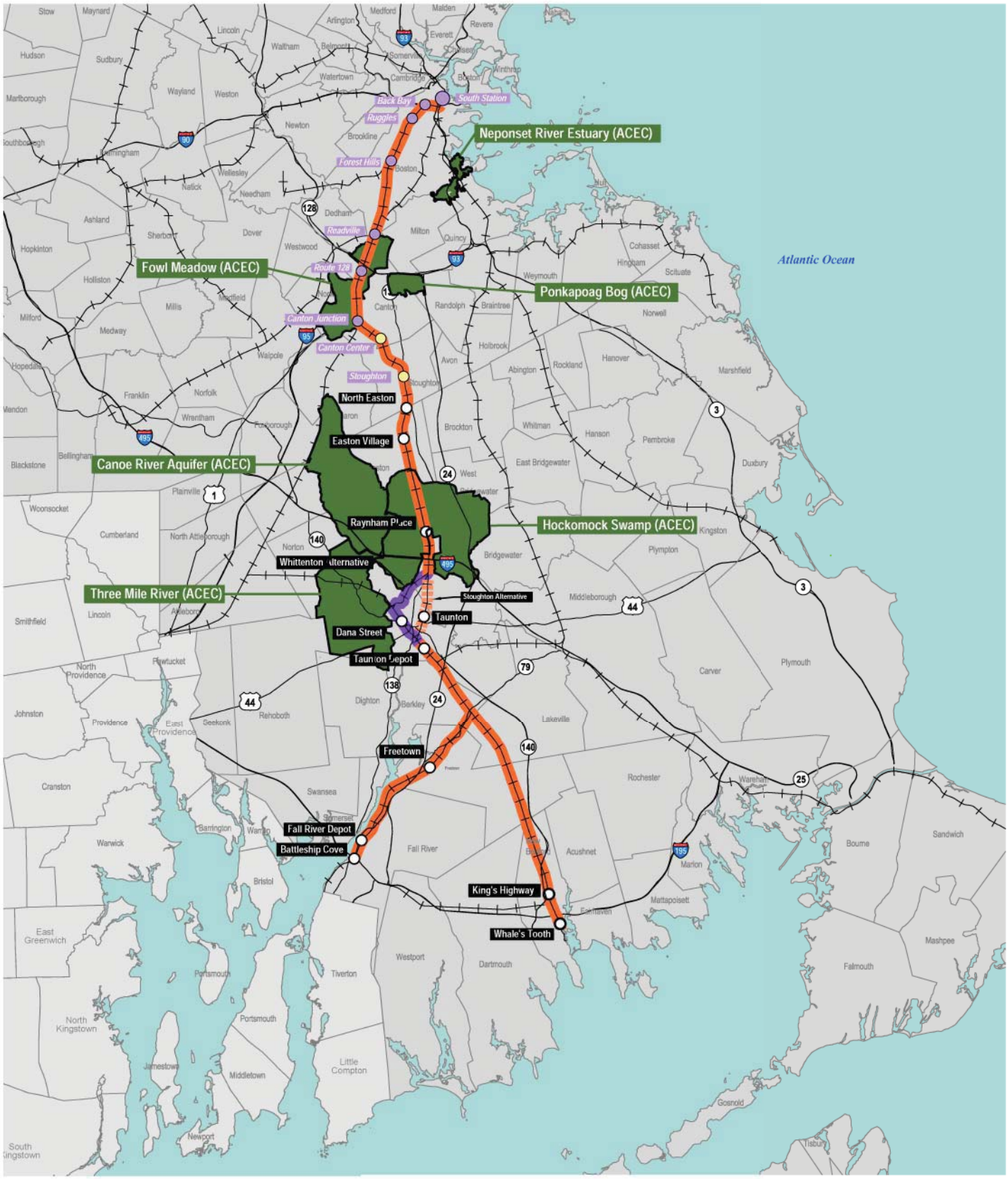
Legend

- Whittenton Alternative
- Stoughton Alternative
- Existing Stations
- Proposed Stations
- Existing Stations to be Reconstructed
- Major Wetland Areas
- Freetown-Fall River State Forest
- Major Upland Areas

0 4 8 Miles

Figure 4.15-1

Major Wetland and Upland Natural Areas



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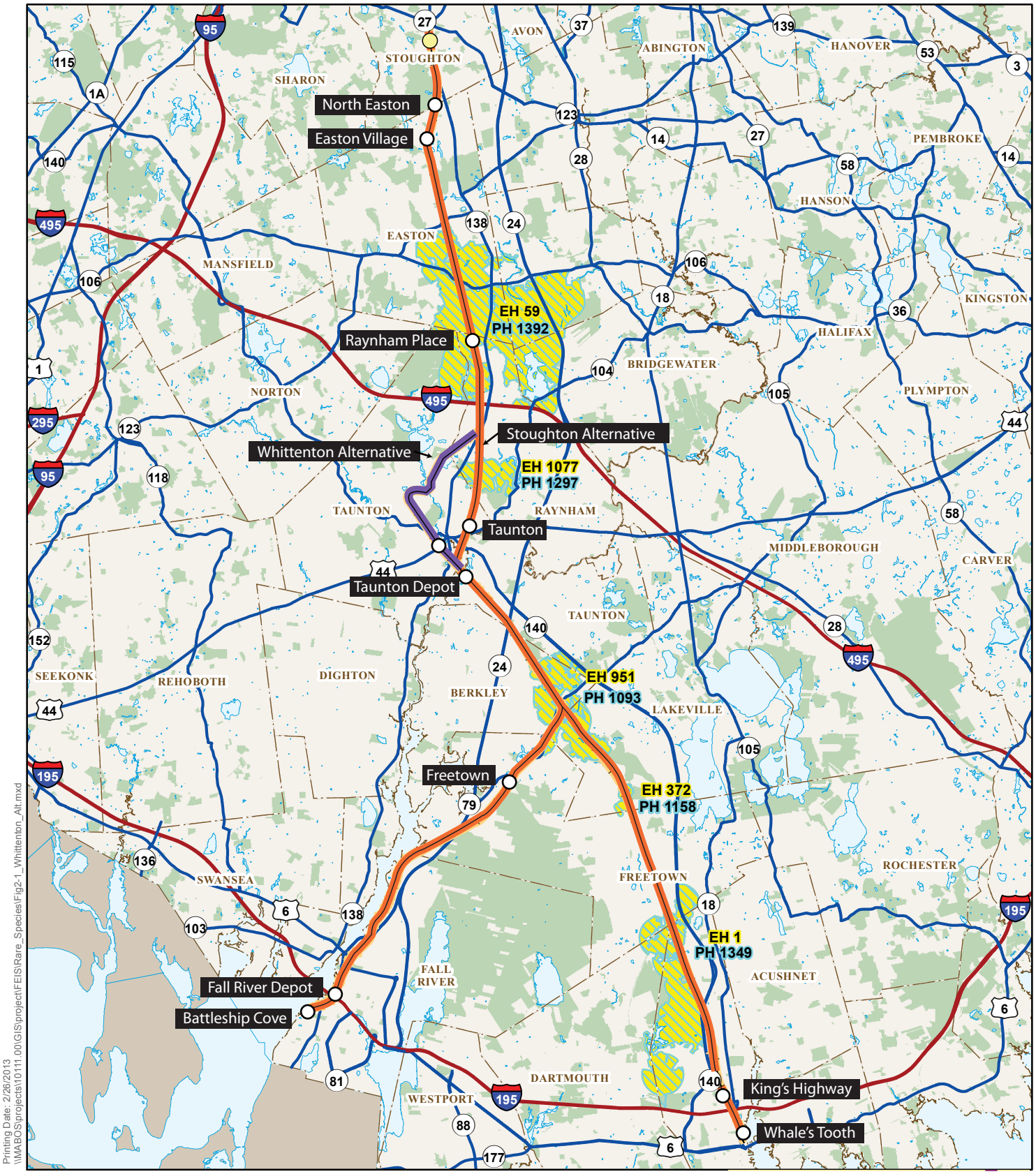
Legend

- Whittenton Alternative
- Stoughton Alternative
- Existing Stations
- Proposed Stations
- Existing Stations to be Reconstructed
- Areas of Critical Environmental Concern (ACEC)

0 4 8 Miles

Figure 4.15-2

Areas of Critical Environmental Concern (ACECs)



Printing Date: 2/26/2013
\\MABOS\projects\10111.00\GIS\project\FEIS\Rare_Species\Fig2-1_Whittenton_Alt.mxd

Legend

- Whittenton Alternative
- Stoughton Alternative
- Existing Stations
- Proposed Stations
- Existing Stations to be Reconstructed

Rare Species

- NHESP Priority Habiat of Rare Species
- NHESP Priority Habiat of Rare Species

0 2 4 Miles

Figure 4.15-3

NHESP Priority and Estimated Habitat of Rare Species





Printing Date: 7/1/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

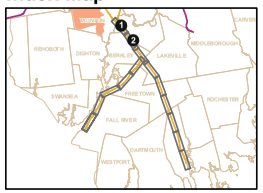


Figure 4.15-4

All Rail Alternatives
New Bedford Mainline
(Sheet 1 of 5)

Threatened & Endangered Species



Printing Date: 7/12/2009
File: "I:\mabo\projects\10111.00\GIS\project\Phase2\TechReports\TE\EC\TE_EC_NewBedford_pg2.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

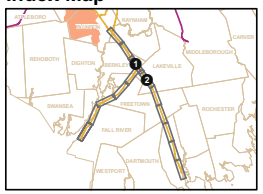
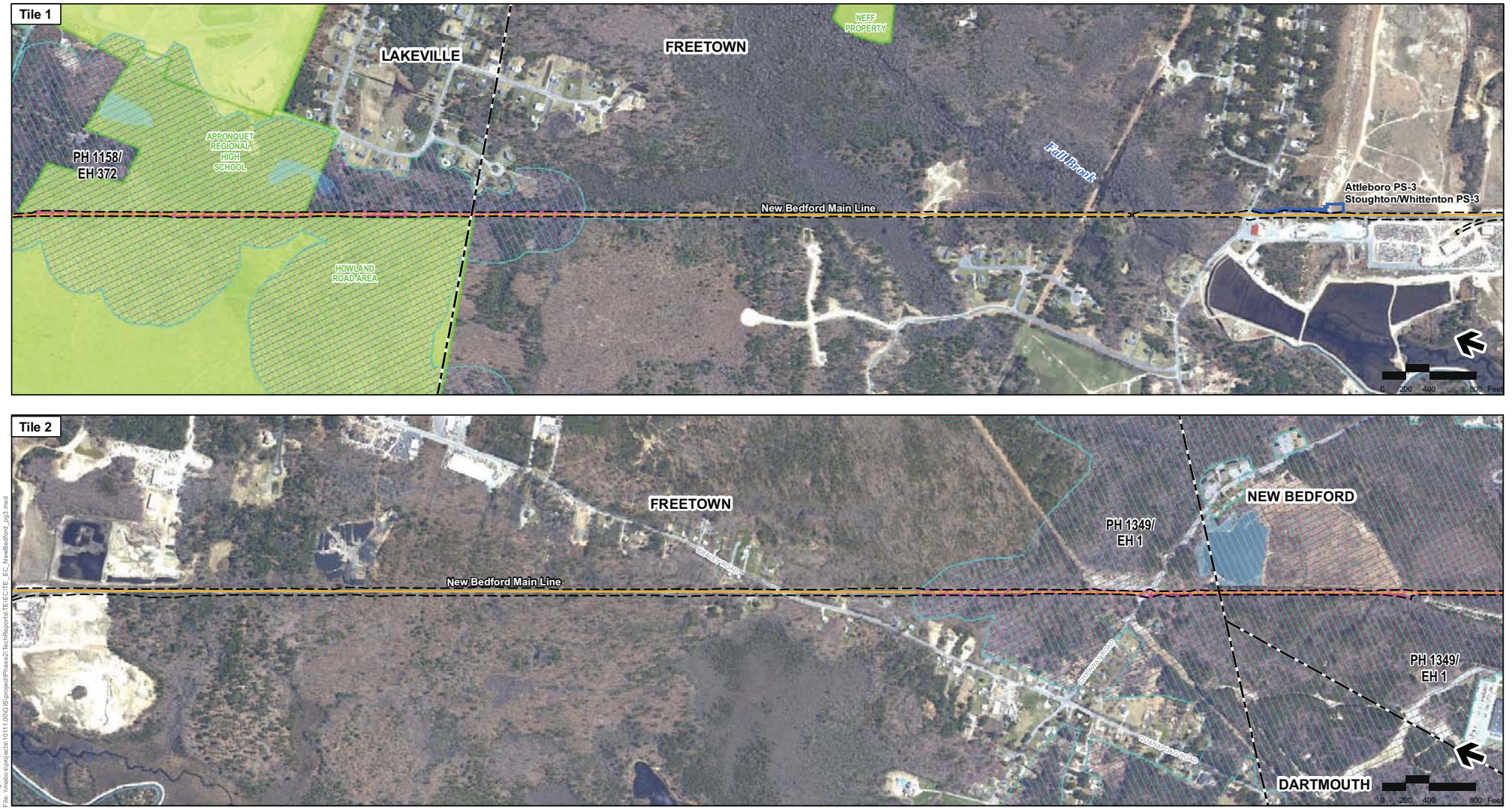


Figure 4.15-5

All Rail Alternatives
New Bedford Mainline
(Sheet 2 of 5)

Threatened & Endangered Species



Printing Date: 6/25/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

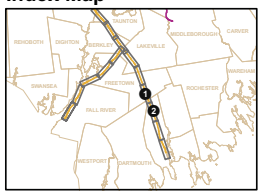


Figure 4.15-6
All Rail Alternatives New Bedford Mainline (Sheet 3 or 5)
Threatened & Endangered Species



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

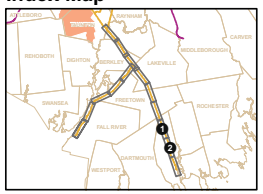


Figure 4.15-7
All Rail Alternatives New Bedford Mainline (Sheet 4 of 5)
Threatened & Endangered Species



Printing Date: 7/12/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

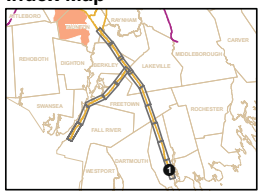


Figure 4.15-8

All Rail Alternatives
New Bedford Mainline
(Sheet 5 of 5)

Threatened & Endangered Species



Printing Date: 7/12/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

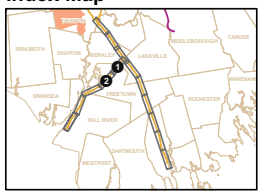


Figure 4.15-9

All Rail Alternatives
Fall River Secondary
(Sheet 1 of 3)

Threatened & Endangered Species



Printing Date: 7/12/09
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

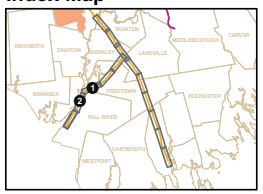


Figure 4.15-10
All Rail Alternatives Fall River Secondary (Sheet 2 of 3)
Threatened & Endangered Species



Printing Date: 7/1/2009
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

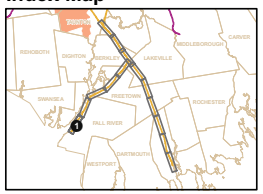


Figure 4.15-11

All Rail Alternatives
Fall River Secondary
(Sheet 3 of 3)

Threatened & Endangered Species



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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Proposed Alternative
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife

Index Map

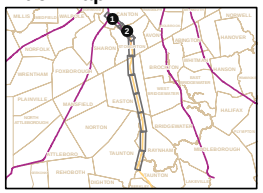
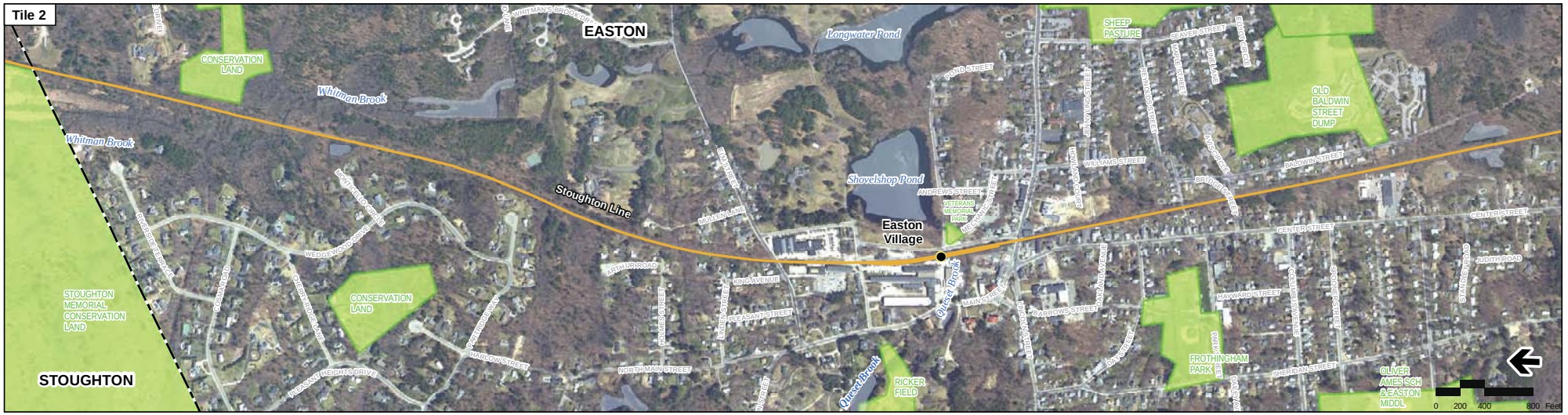


Figure 4.15-12

Stoughton Alternative
(Sheet 1 of 4)

Threatened & Endangered Species Polygons





Printing Date: 1/31/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Proposed Alternative
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife

Index Map

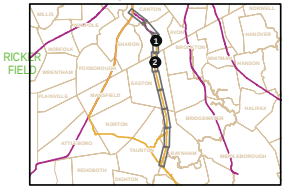
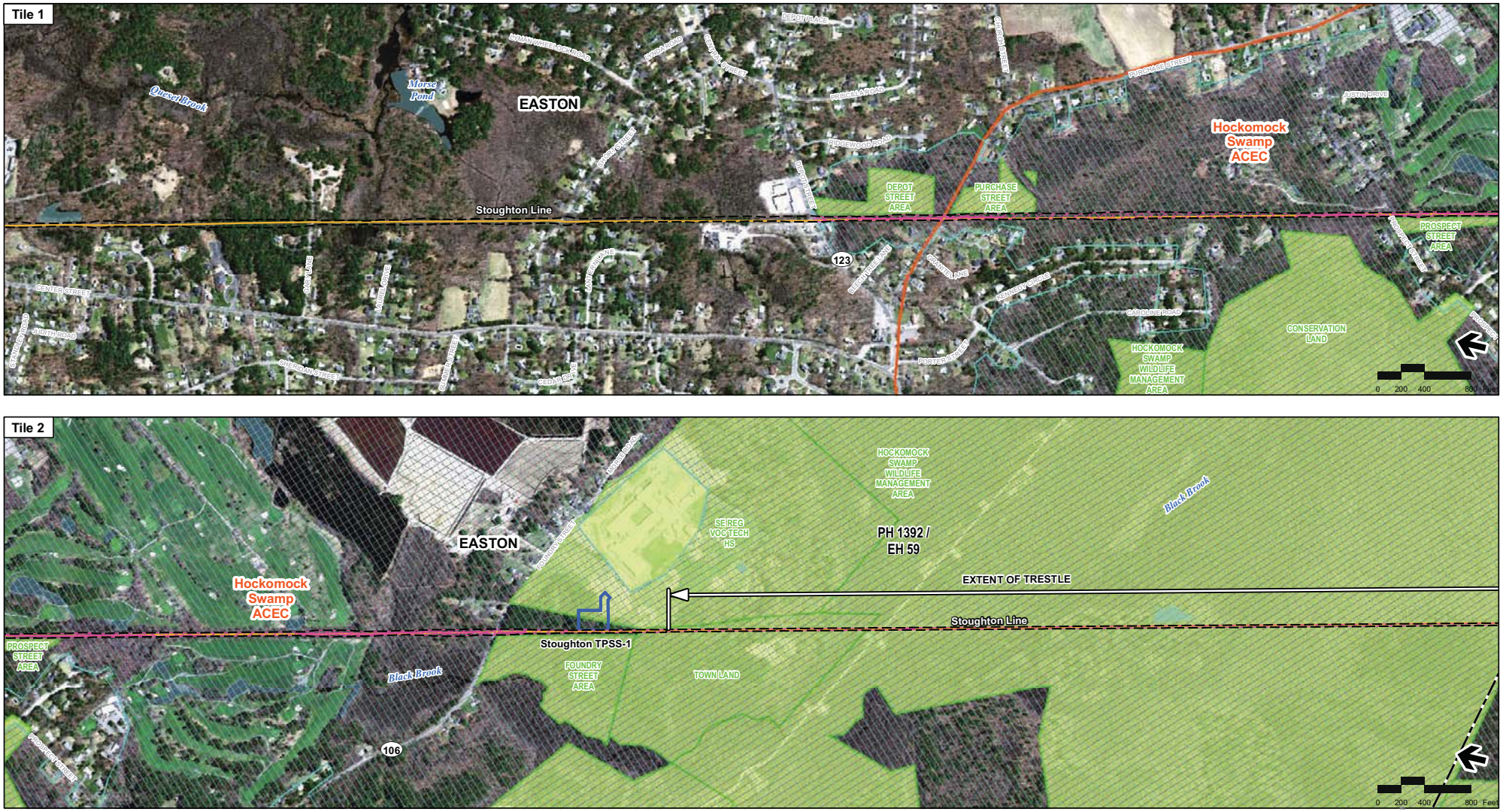


Figure 4.15-13

Stoughton Alternative
(Sheet 2 of 4)

Threatened & Endangered Species Polygons



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

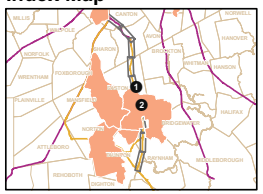
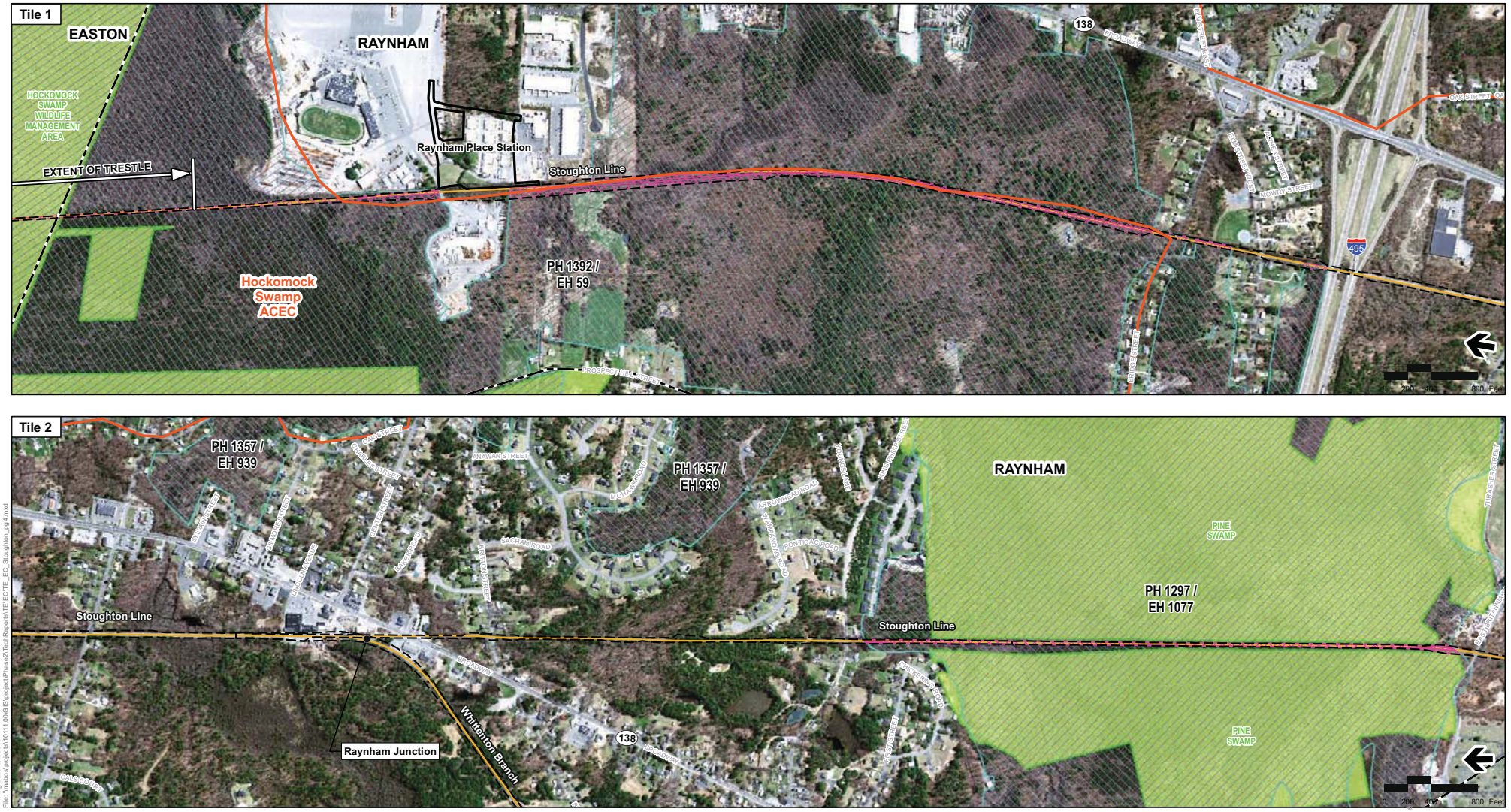


Figure 4.15-14

Stoughton Alternative (Sheet 3 of 4)

Threatened & Endangered Species

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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
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- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

* Traction power stations are only required for electric rail alternative

Index Map

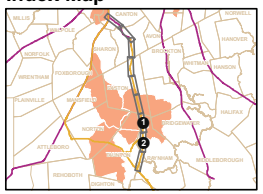
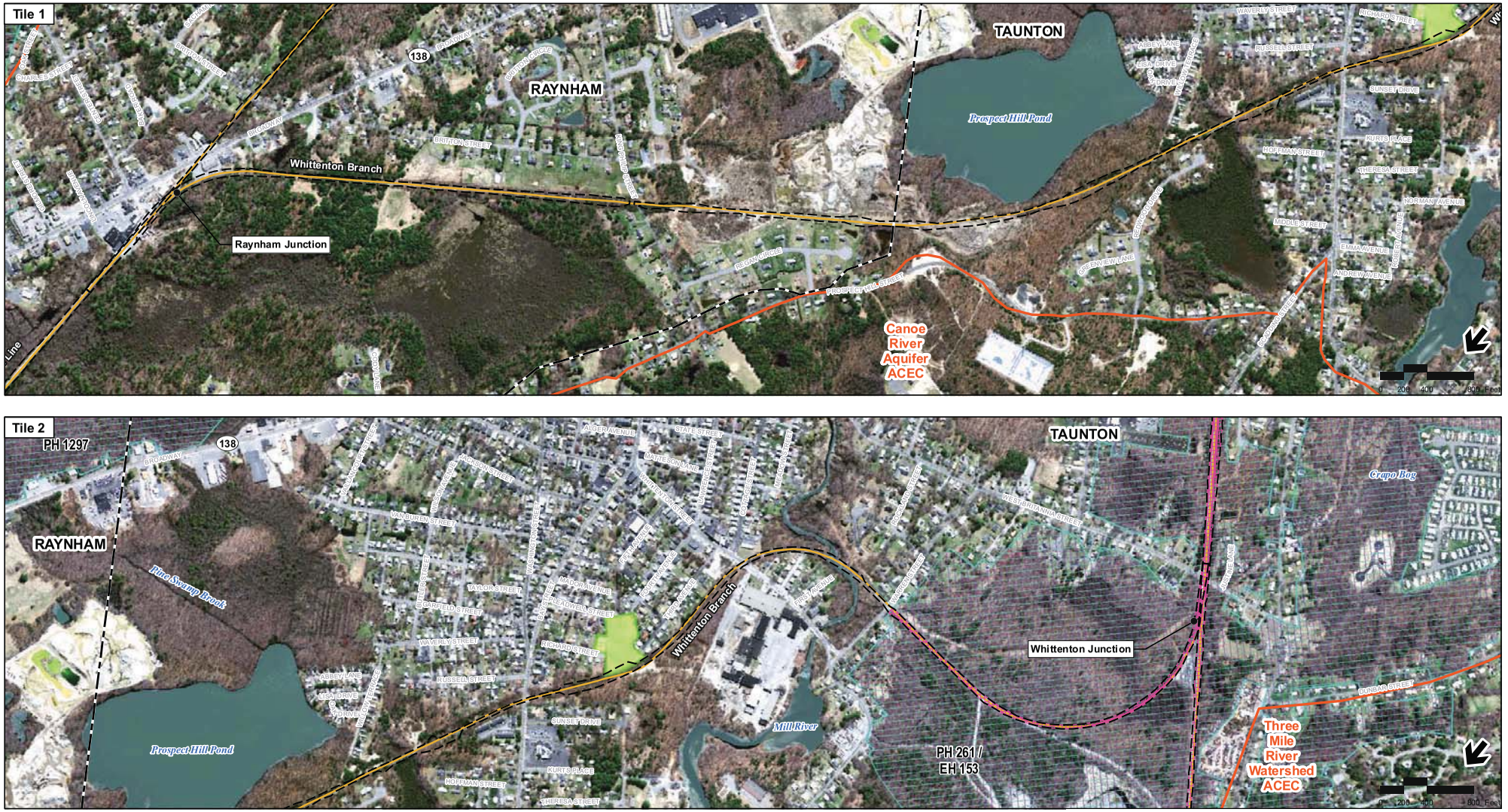


Figure 4.15-15

Stoughton Alternative
Stoughton Line
(Sheet 4 of 4)

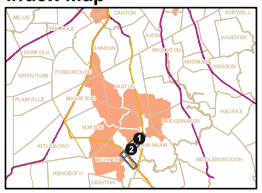
Threatened & Endangered Species



Legend

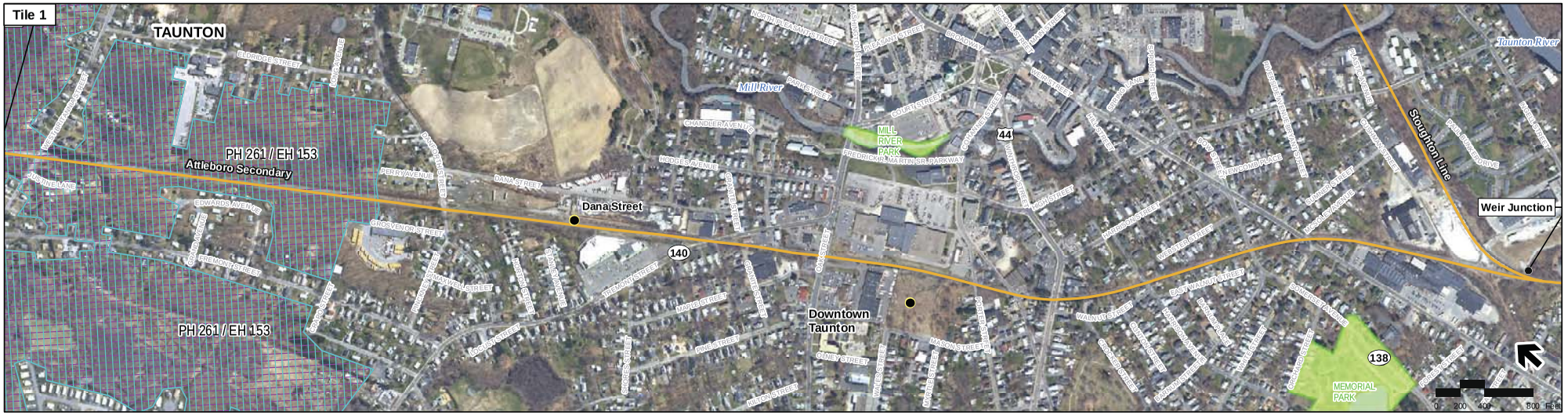
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- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/ Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife
- Open Water
- Impacted NHESP Habitats
- Area of Critical Environmental Concern (ACEC)

Index Map



* Traction power stations are only required for electric rail alternative

Figure 4.15-16
Whittenton Alternative (Sheet 1 of 2)
Threatened & Endangered Species



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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Proposed Alternative
- Protected Open Space
- NHESP Priority Habitats of Rare Species
- NHESP Estimated Habitats of Rare Wildlife

Index Map

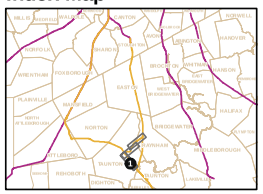
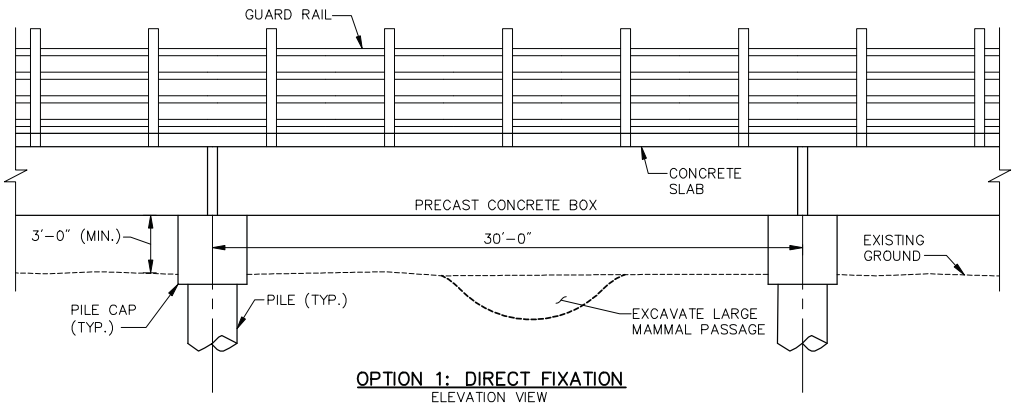
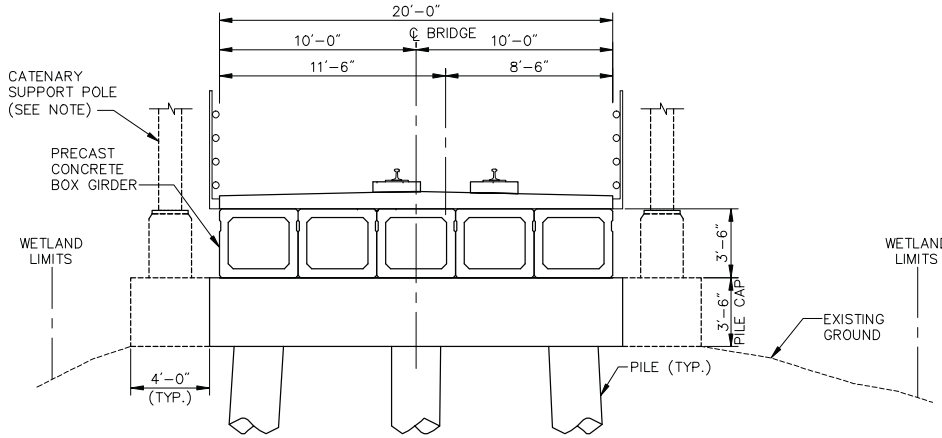


Figure 4.15-17
Whittenton Alternative (Sheet 2 of 2)
Threatened & Endangered Species Polygons

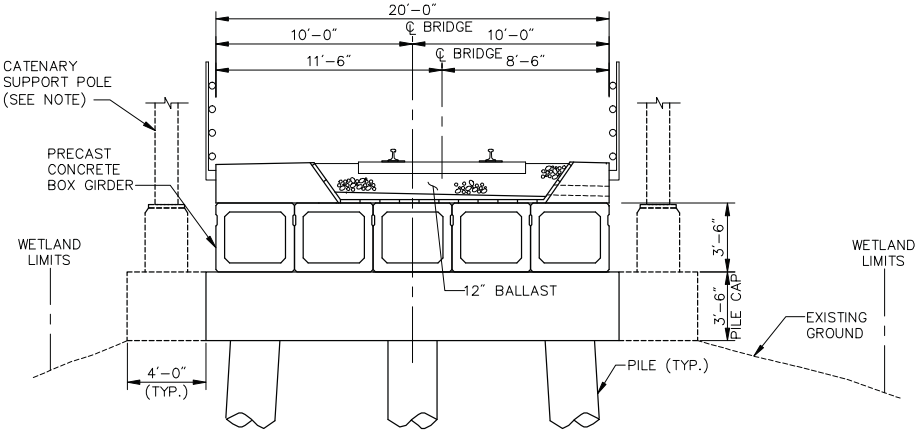


OPTION 1: DIRECT FIXATION
ELEVATION VIEW

NOTE: EVERY SEVENTH PILE CAP WILL BE LENGTHENED TO SUPPORT THE CATENARY SUPPORT POLES (SPACED AT 210' O.C.).



OPTION 1: DIRECT FIXATION
CROSS-SECTION AT PILES



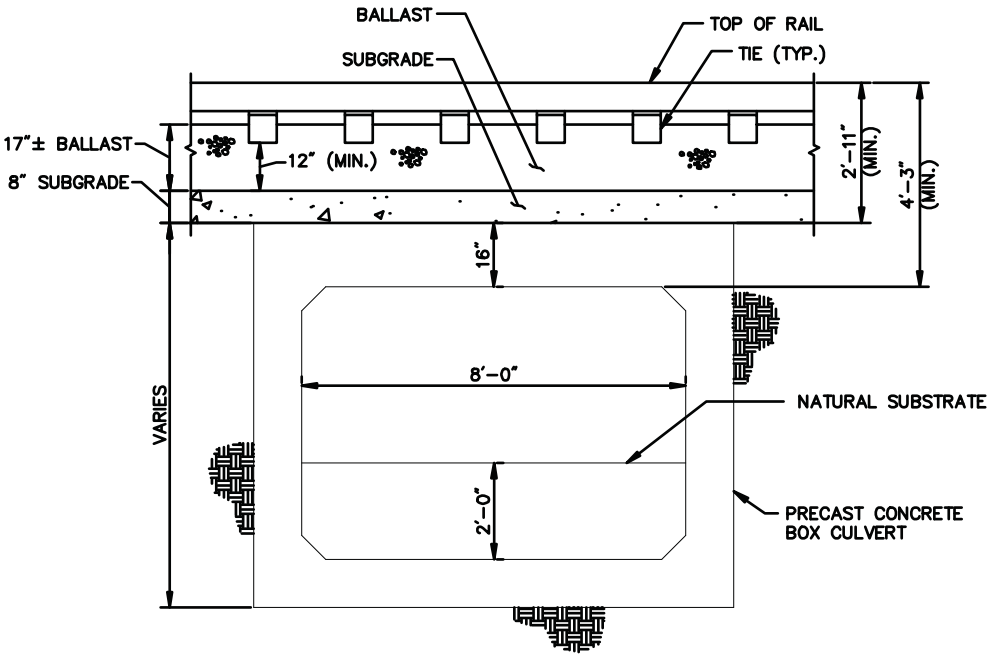
OPTION 2: BALLAST DECK
CROSS-SECTION AT PILES

W:\Virginia\Boston\10111.00\media\planset\Boughton\10111_27.008_HOCKOMOCK.dwg Printing Date: 7/2/2009

0 3 6 Feet

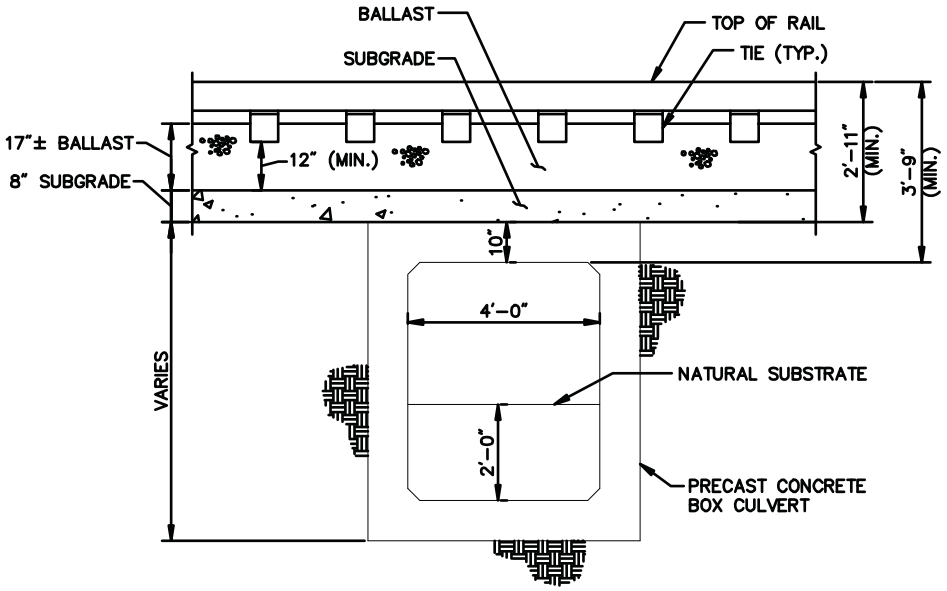
Figure 4.15-18

Trestle Through
Hockomock Swamp



8′–0″ WIDE PRECAST CONCRETE BOX CULVERT

SCALE: 1/4″= 1′–0″

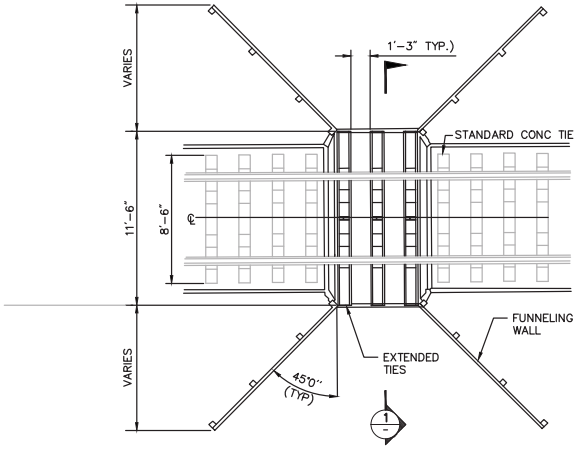


4′–0″ WIDE PRECAST CONCRETE BOX CULVERT

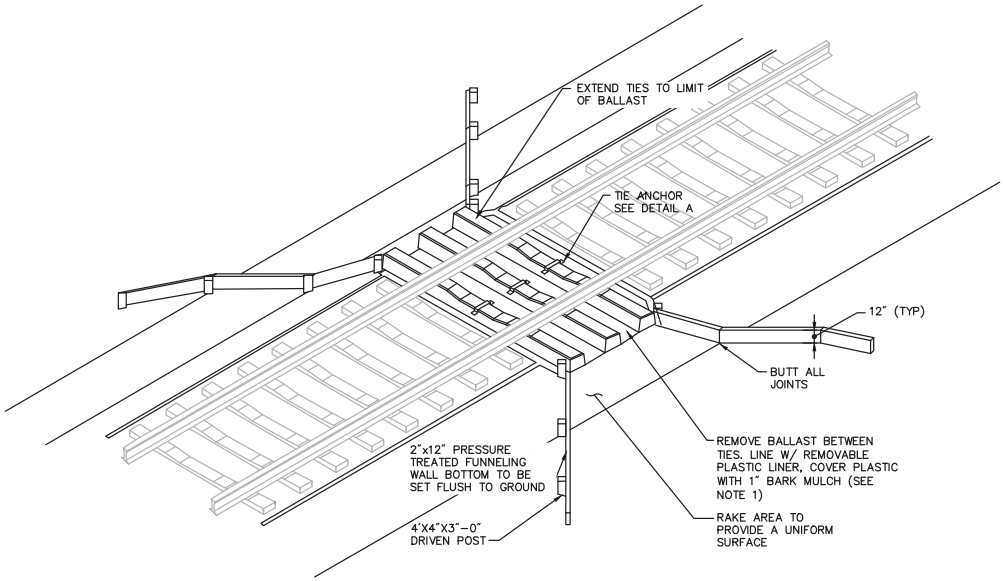
SCALE: 1/4″= 1′–0″

W:\Kirk\proj\Boston\10111.00\cadfiles\planmisc\Culvert Sections.dwg Printing Date: 6/25/2009

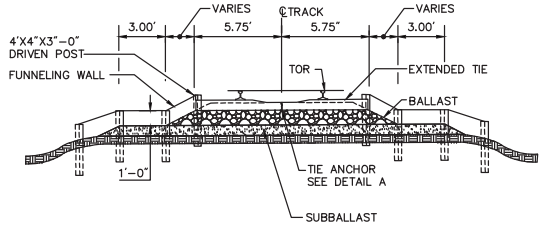
Figure 4.15-19
Typical Cross Sections Concrete Block Culvert



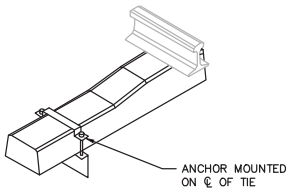
BETWEEN-TIE CROSSING PLAN
NTS



BETWEEN-TIE CROSSING
NTS



SECTION 1
NTS



TIE ANCHOR DETAIL A
NTS

NOTES:

1. CONTRACTOR TO REMOVE BALLAST BETWEEN TIES AND LINE AREA WITH 40 MIL HDPE FORMED TIGHTLY BETWEEN TIES. CONNECT TO CONC TIES WITH CONC ANCHORS

Figure 4.15-20

Between-tie Crossing

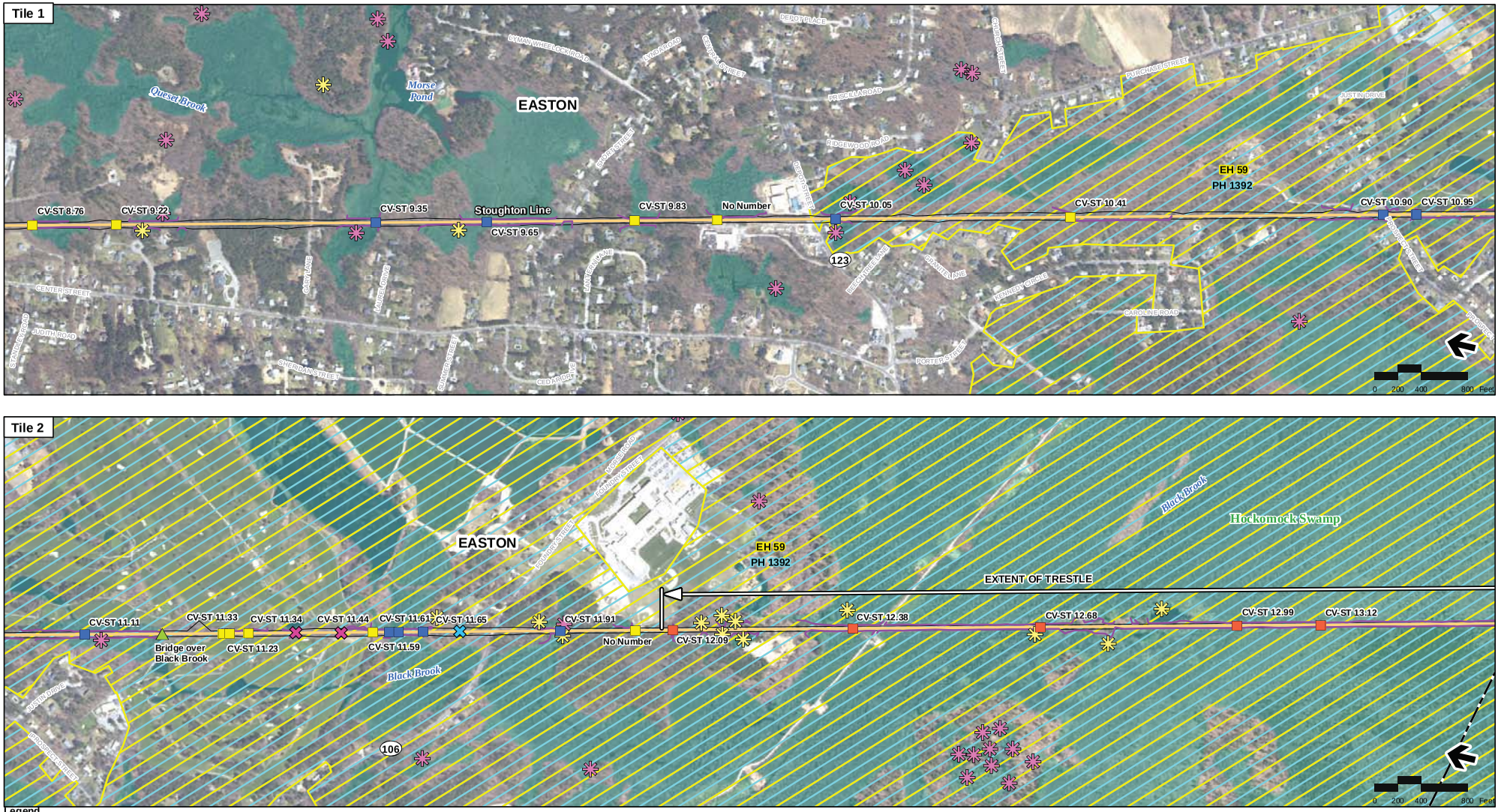


Figure 4.15-21

Stoughton Alternative
Stoughton Line
(Sheet 1 of 2)

Mitigation Measures
Threatened & Endangered Species

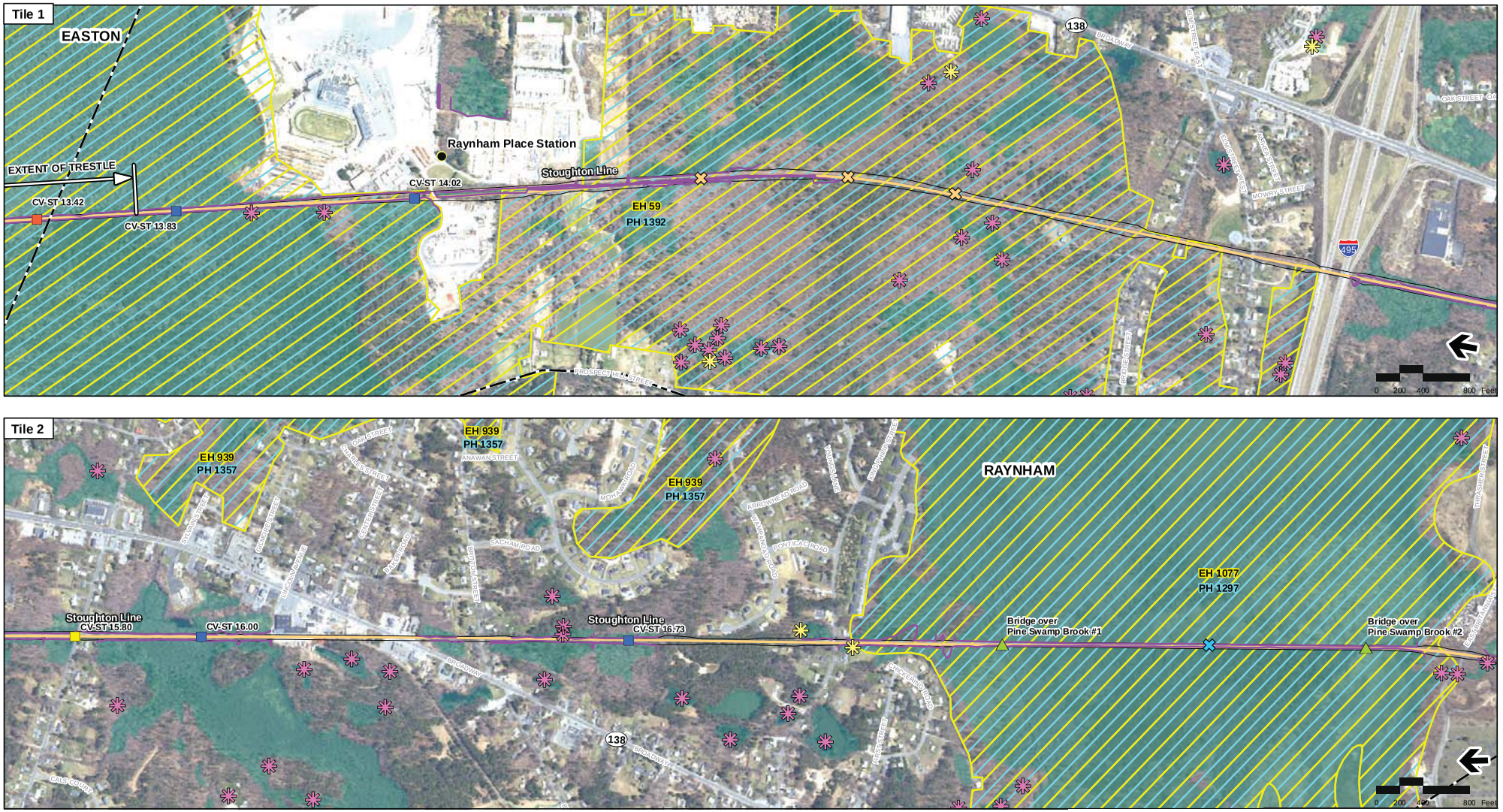
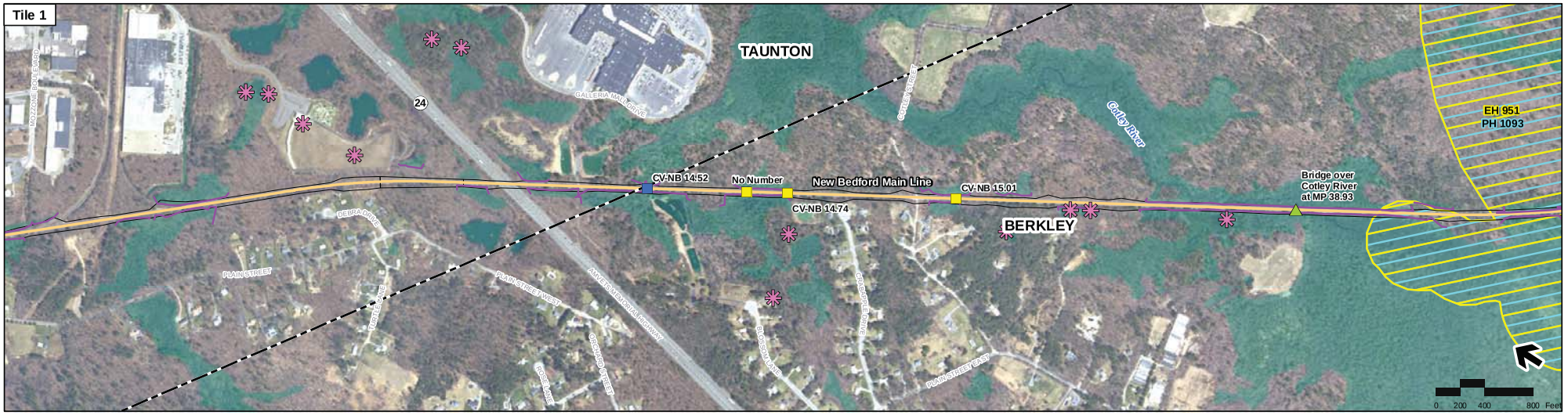
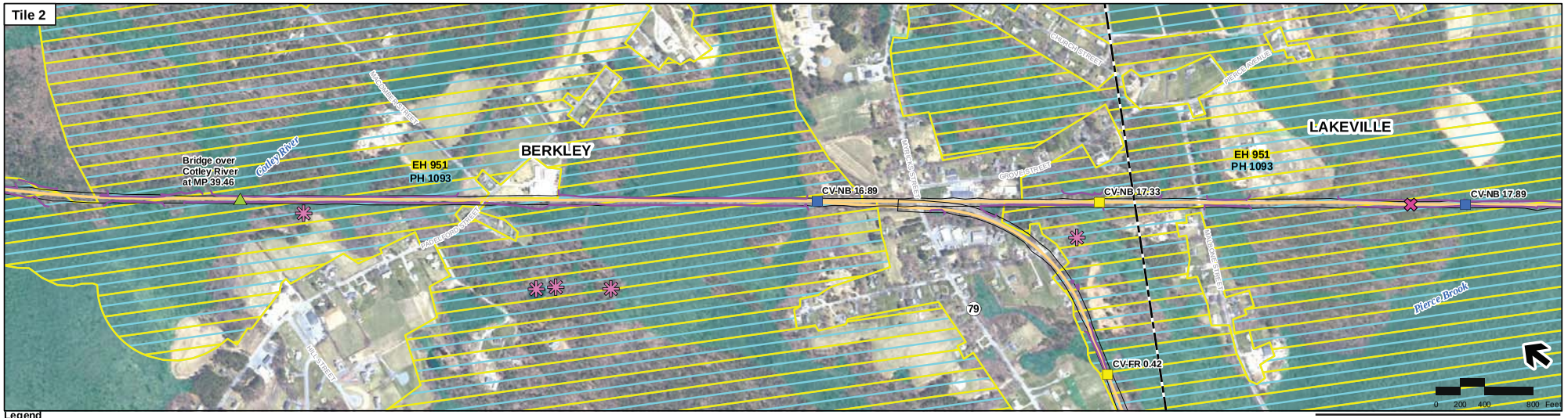


Figure 4.15-22

Stoughton Alternative
Stoughton Line
(Sheet 2 of 2)

Mitigation Measures
Threatened & Endangered Species





Printing Date: 6/14/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- Limit of Disturbance (LOD)

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Rare Species

- NHESP Priority Habitat of Rare Species
- NHESP Estimated Habita of Rare Wildlife

Index Map

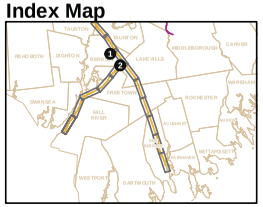
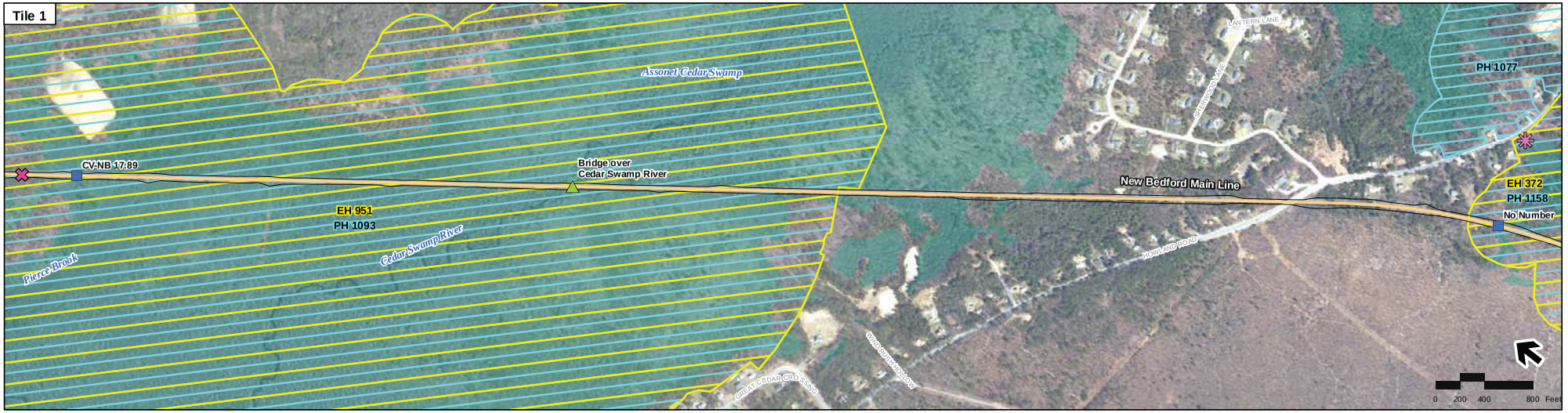


Figure 4.15-23

All Rail Alternatives
New Bedford Main Line
(Sheet 1 of 4)

Mitigation Measures
Threatened & Endangered Species





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Legend
- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- Limit of Disturbance (LOD)

Wetlands
- Wetland Delineation
- Wetland

Vernal Pools
- Certified Vernal Pool
- Potential Vernal Pool

Bridges
- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings
- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts
- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Rare Species
- NHESP Priority Habitat of Rare Species
- NHESP Estimated Habita of Rare Wildlife

Index Map

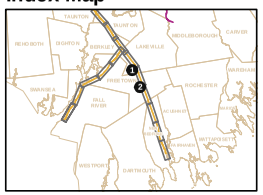
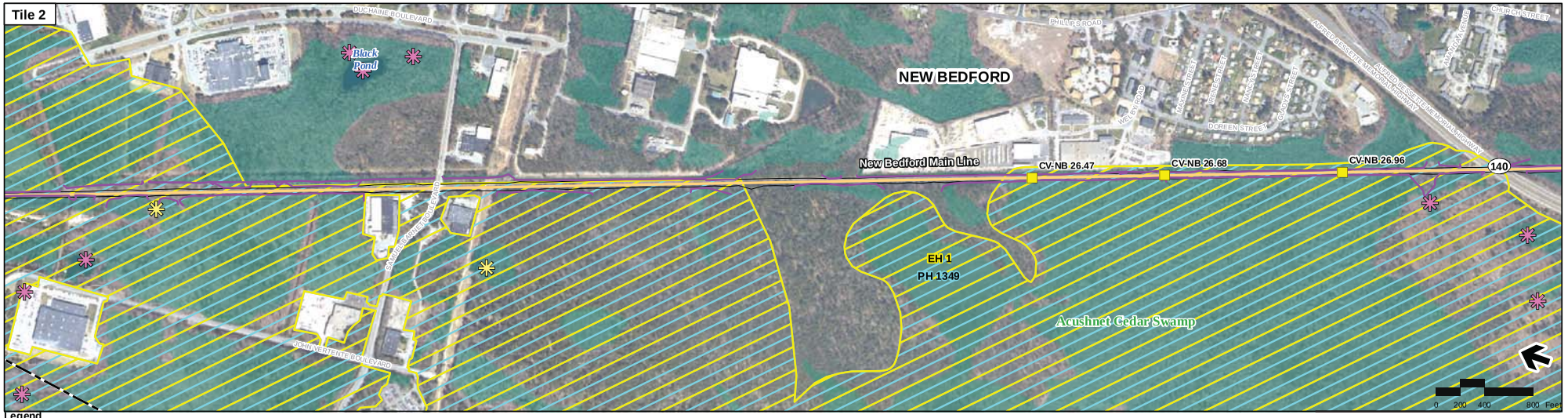


Figure 4.15-24

All Rail Alternatives
New Bedford Main Line
(Sheet 2 of 4)

Mitigation Measures
Threatened & Endangered Species





Printing Date: 6/14/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- Limit of Disturbance (LOD)

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Rare Species

- NHESP Priority Habitat of Rare Species
- NHESP Estimated Habita of Rare Wildlife

Index Map

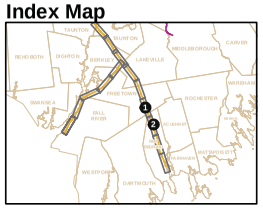


Figure 4.15-25

All Rail Alternatives
New Bedford Main Line
(Sheet 3 of 4)

Mitigation Measures
Threatened & Endangered Species





Printing Date: 5/14/2012
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Legend
- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands
- Wetland Delineation
- Wetland

Vernal Pools
- Certified Vernal Pool
- Potential Vernal Pool

Bridges
- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings
- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts
- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map

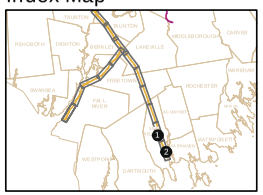


Figure 4.15-26

All Rail Alternatives
New Bedford Main Line
(Sheet 4 of 4)

Mitigation Measures
Threatened & Endangered Species





Printing Date: 6/14/2012
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Legend
- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- Limit of Disturbance (LOD)

Wetlands
- Wetland Delineation
- Wetland

Vernal Pools
- Certified Vernal Pool
- Potential Vernal Pool

Bridges
- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings
- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts
- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Rare Species
- NHESP Priority Habitat of Rare Species
- NHESP Estimated Habita of Rare Wildlife

Index Map

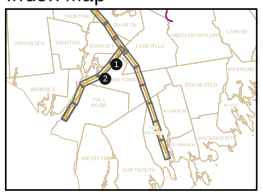
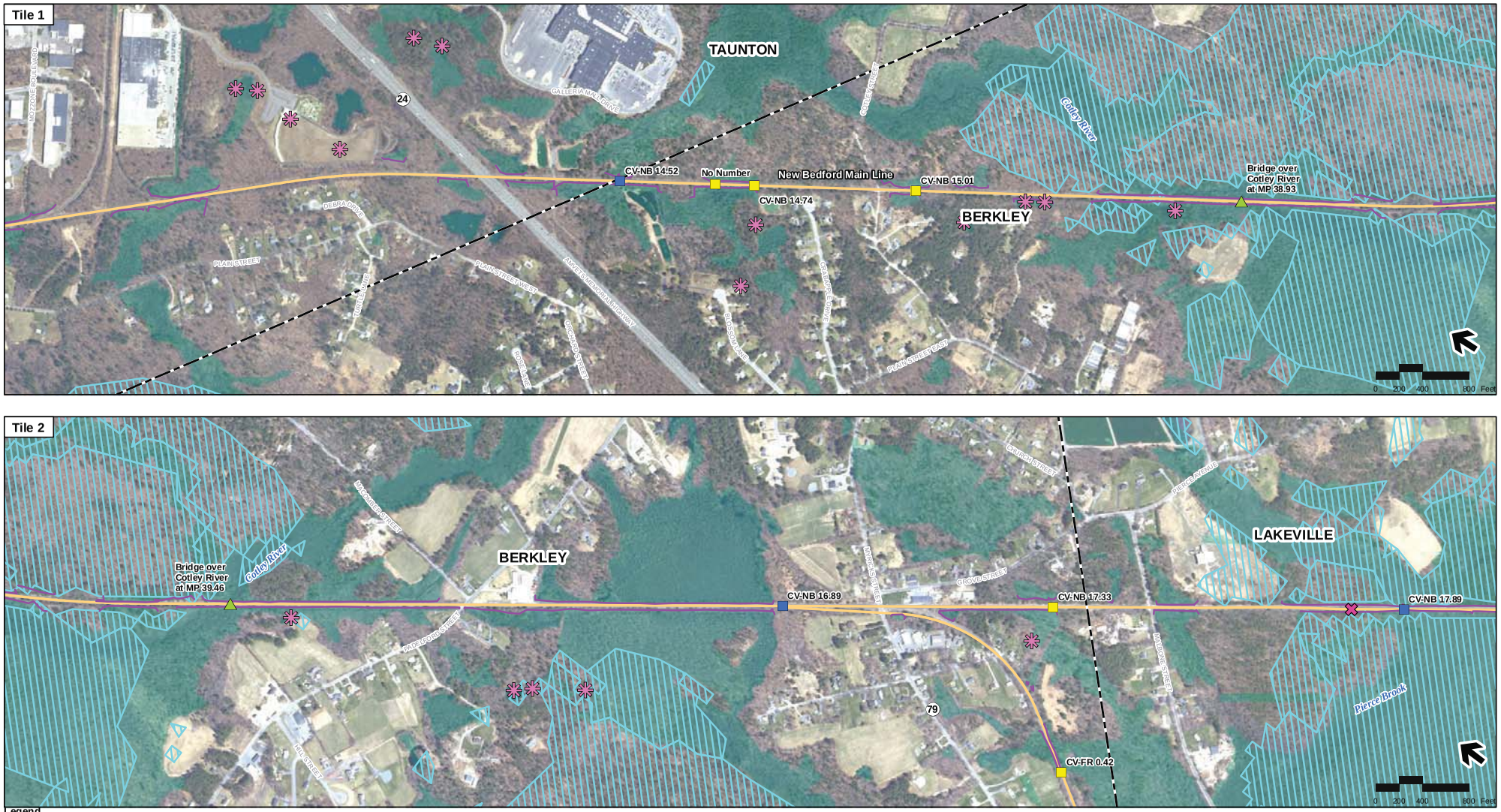


Figure 4.15-27

All Rail Alternatives
Fall River Secondary
(Sheet 1 of 3)

Mitigation Measures
Threatened & Endangered Species



Printing Date: 5/14/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map

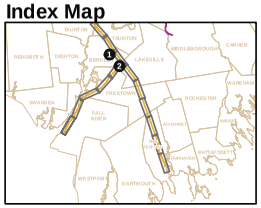


Figure 4.15-28

All Rail Alternatives
Fall River Secondary
(Sheet 2 of 3)

Mitigation Measures
Threatened & Endangered Species



Printing Date: 5/14/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

We lands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culver s

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map

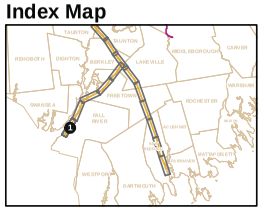


Figure 4.15-29

All Rail Alternatives
Fall River Secondary
(Sheet 3 of 3)

Mitigation Measures
Threatened & Endangered Species





Printing Date: 3/15/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map

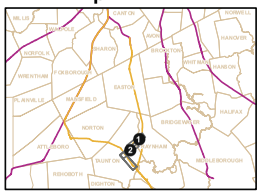


Figure 4.15-30

Whittenton Alternative
(Sheet 1 of 2)

Mitigation Measures
Threatened & Endangered Species



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Stoughton Line
- CAPS Index of Ecological Integrity Top 50% of the Landscape

Wetlands

- Wetland Delineation
- Wetland

Vernal Pools

- Certified Vernal Pool
- Potential Vernal Pool

Bridges

- Constrained by Physical Characteristics
- Recommended to meet MA River and Stream Crossing Standards

Crossings

- Between-tie Crossing
- Tunnel Crossing
- Wildlife Crossing, Type to be Determined

Culverts

- Hydraulic Analysis, Replace in kind, or Eliminate
- Recommended to be Daylighted
- Recommended to meet MA River and Stream Crossing Standards

Index Map

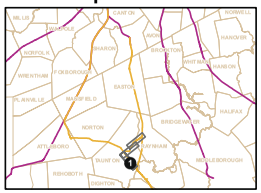
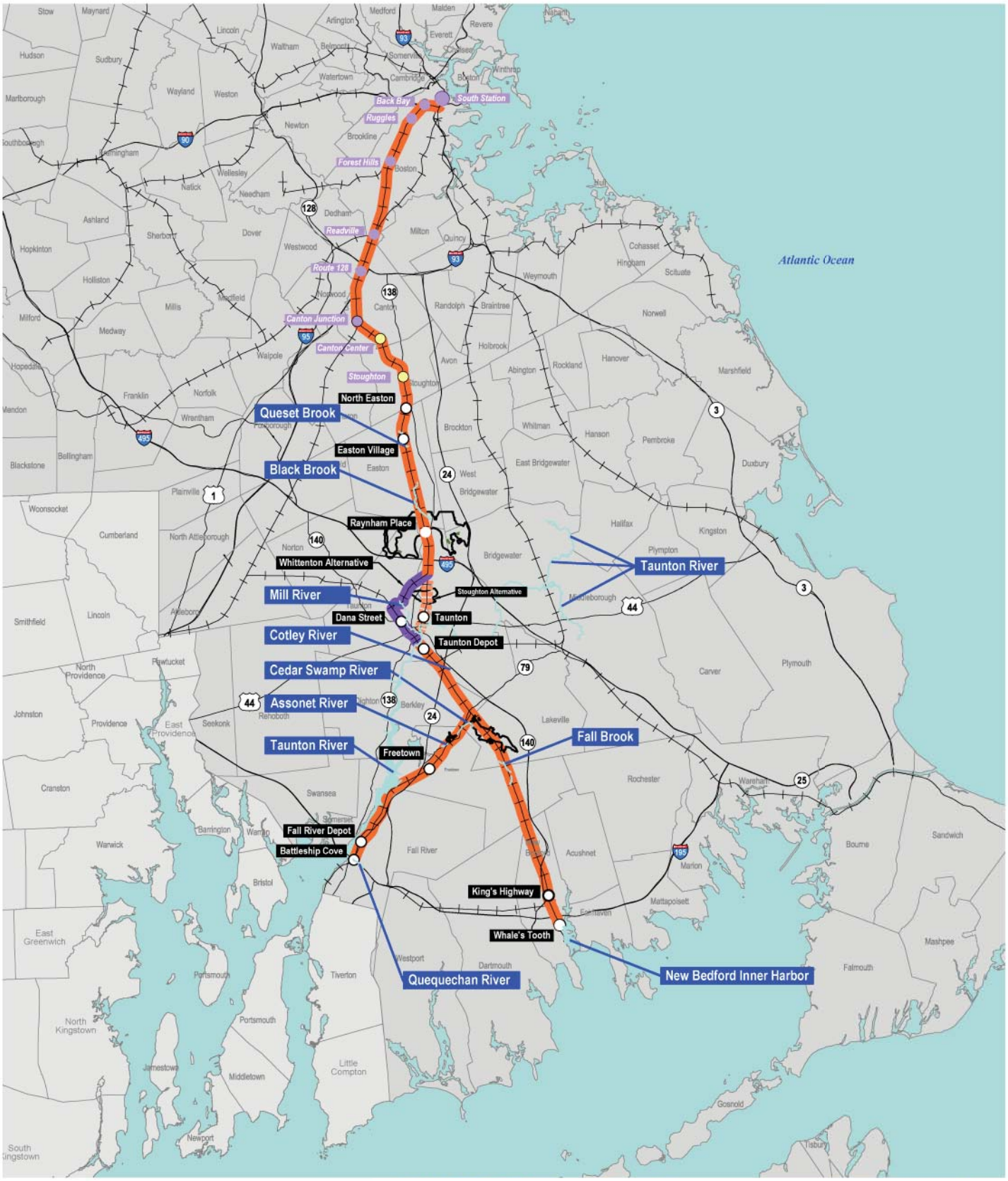


Figure 4.15-31

Whittenton Alternative
(Sheet 2 of 2)

Mitigation Measures
Threatened & Endangered Species



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Legend

- Whittenton Alternative
- Existing Stations
- Proposed Stations
- Existing Stations to be Reconstructed

0 4 8 Miles

Figure 4.16-1

Major Water Bodies



Figure 4.16-2a

Wetlands
Stoughton Line



Figure 4.16-2b

Wetlands
Stoughton Line



Figure 4.16-2c

Wetland Impacts
Stoughton Line

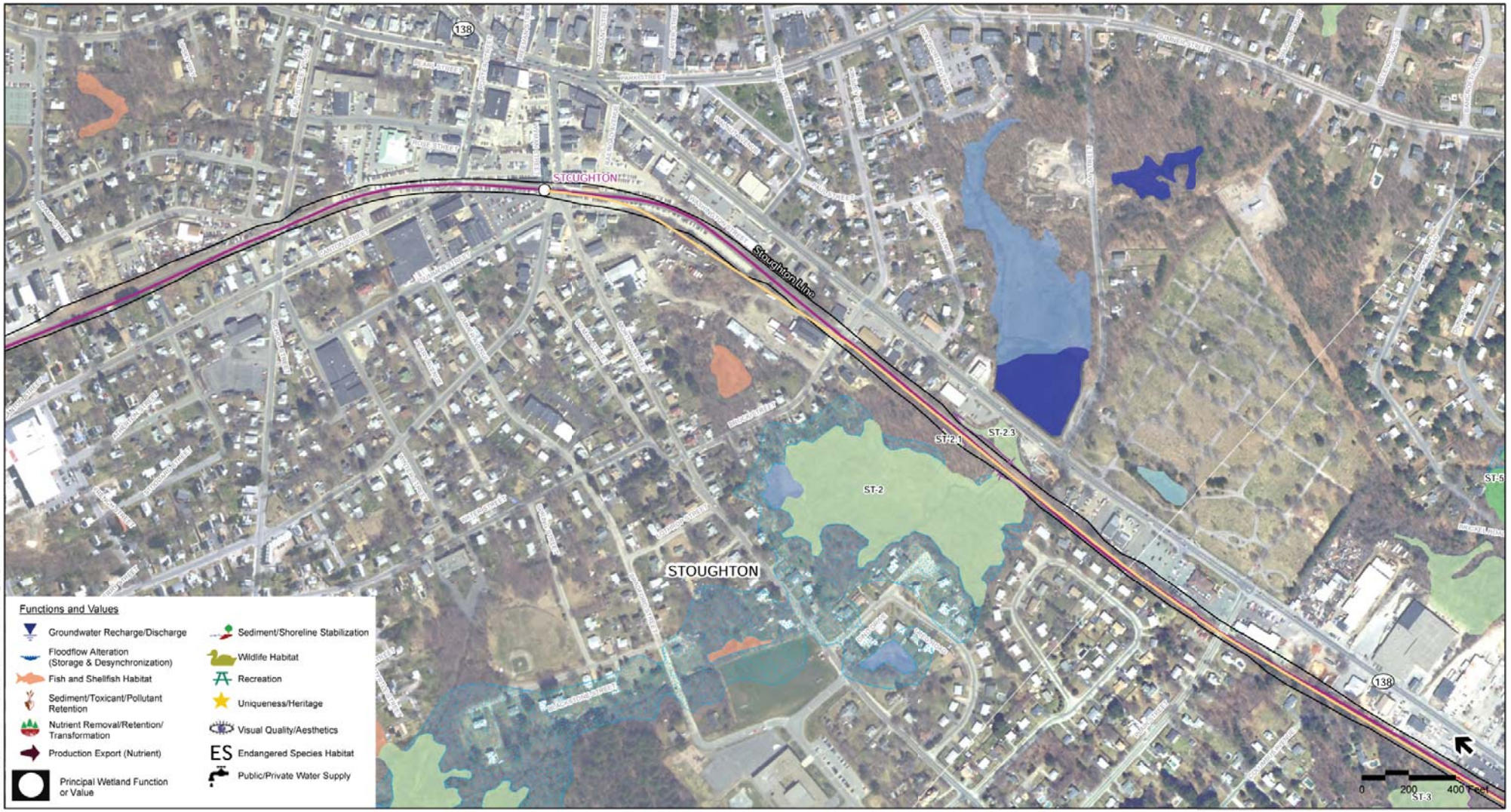


Figure 4.16-2d

Wetland Impacts
Stoughton Line

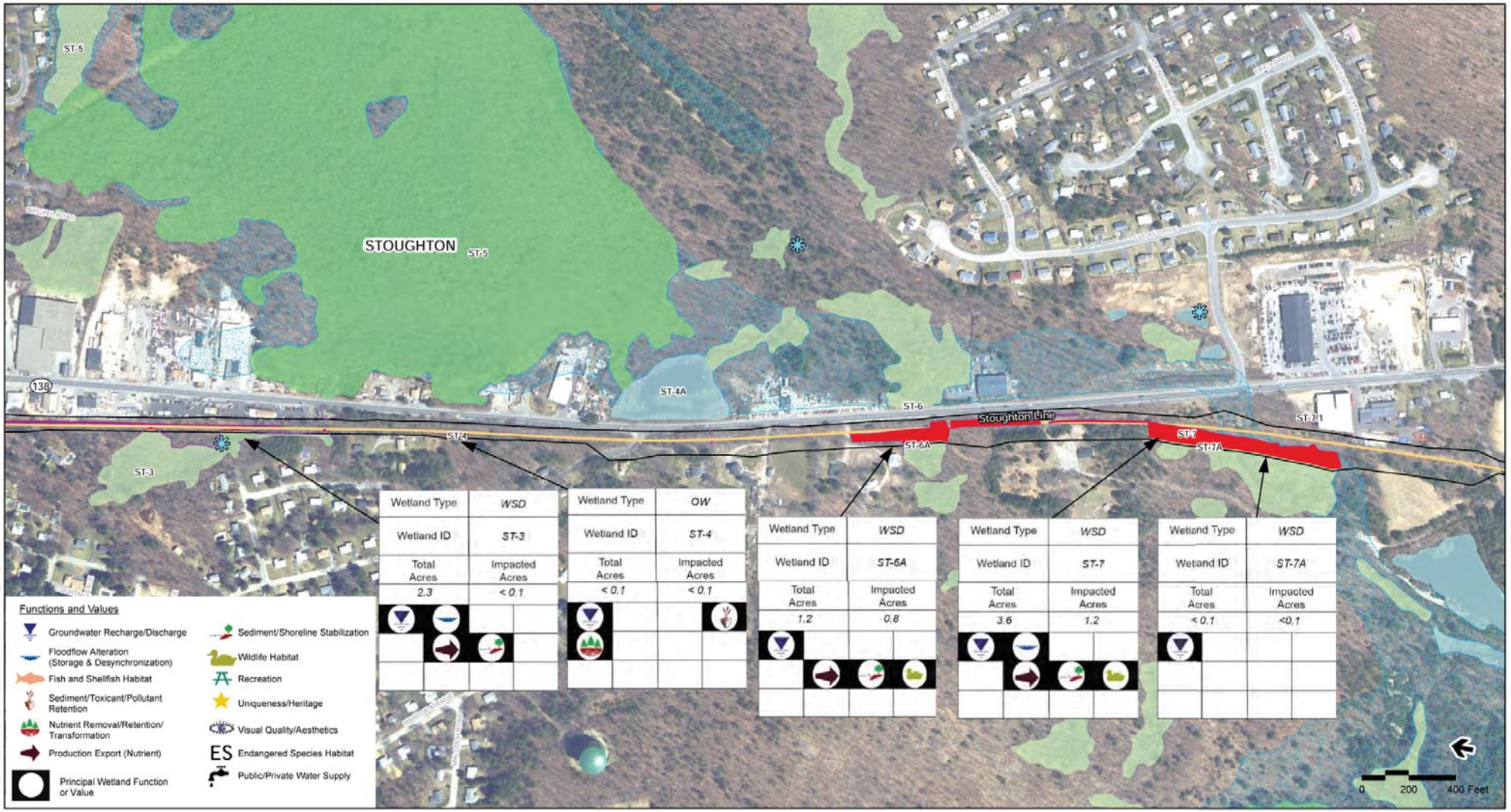
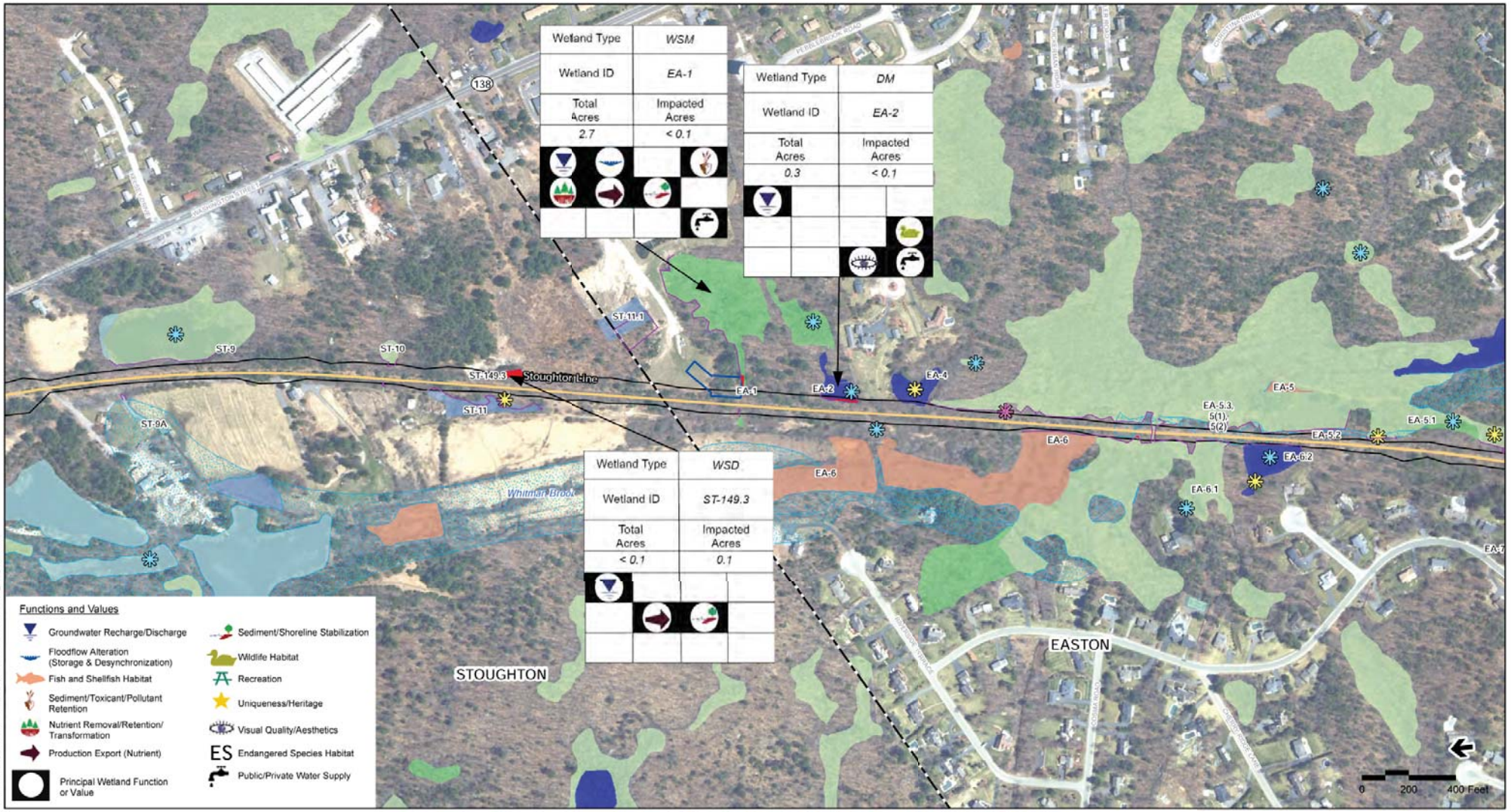


Figure 4.16-2e

Wetland Impacts
Stoughton Line


Wetland Type
WSM
Wetland ID
EA-1
Total Acres
2.7
Impacted Acres
< 0.1
Wetland Type
DM
Wetland ID
EA-2
Total Acres
0.3
Impacted Acres
< 0.1
Wetland Type
WSD
Wetland ID
ST-149.3
Total Acres
< 0.1
Impacted Acres
0.1
Functions and Values
Groundwater Recharge/Discharge
Floodflow Alteration (Storage & Desynchronization)
Fish and Shellfish Habitat
Sediment/Toxicant/Pollutant Retention
Nutrient Removal/Retention/ Transformation
Production Export (Nutrient)
Principal Wetland Function or Value
Sediment/Shoreline Stabilization
Wildlife Habitat
Recreation
Uniqueness/Heritage
Visual Quality/Aesthetics
ES Endangered Species Habitat
Public/Private Water Supply
Legend
MBTA Commuter Rail Station
Town Boundaries
South Coast Rail
MBTA Commuter Rail
Limit of Disturbance
Traction Power Station
BLSF - Bordering Land Subject to Flooding
NHESP Certified Vernal Pools
NHESP Potential Vernal Pools
SCR Identified Vernal Pools (Field Verified)
Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools
Wetlands
Open Water
Bog
Cranberry Bog
Other
Deep Marsh
Salt Marsh
Shallow Marsh Meadow or Fen
Shrub Swamp
Wooded Swamp Coniferous
Wooded Swamp Deciduous
Wooded Swamp Mixed Trees
Impacted Wetlands
Wetland Delineation
Index Map
Figure 4.16-2f
Wetland Impacts
Stoughton Line
ST-9
ST-9A
ST-10
ST-11
ST-11-1
ST-149.3
Stoughton Line
EA-1
EA-2
EA-4
EA-5
EA-5.3, 5(1), 5(2)
EA-5.1
EA-5.2
EA-6
EA-6.1
EA-6.2
EA-7
Whitman Brook
STOUGHTON
EASTON
138
0
200
400 Feet

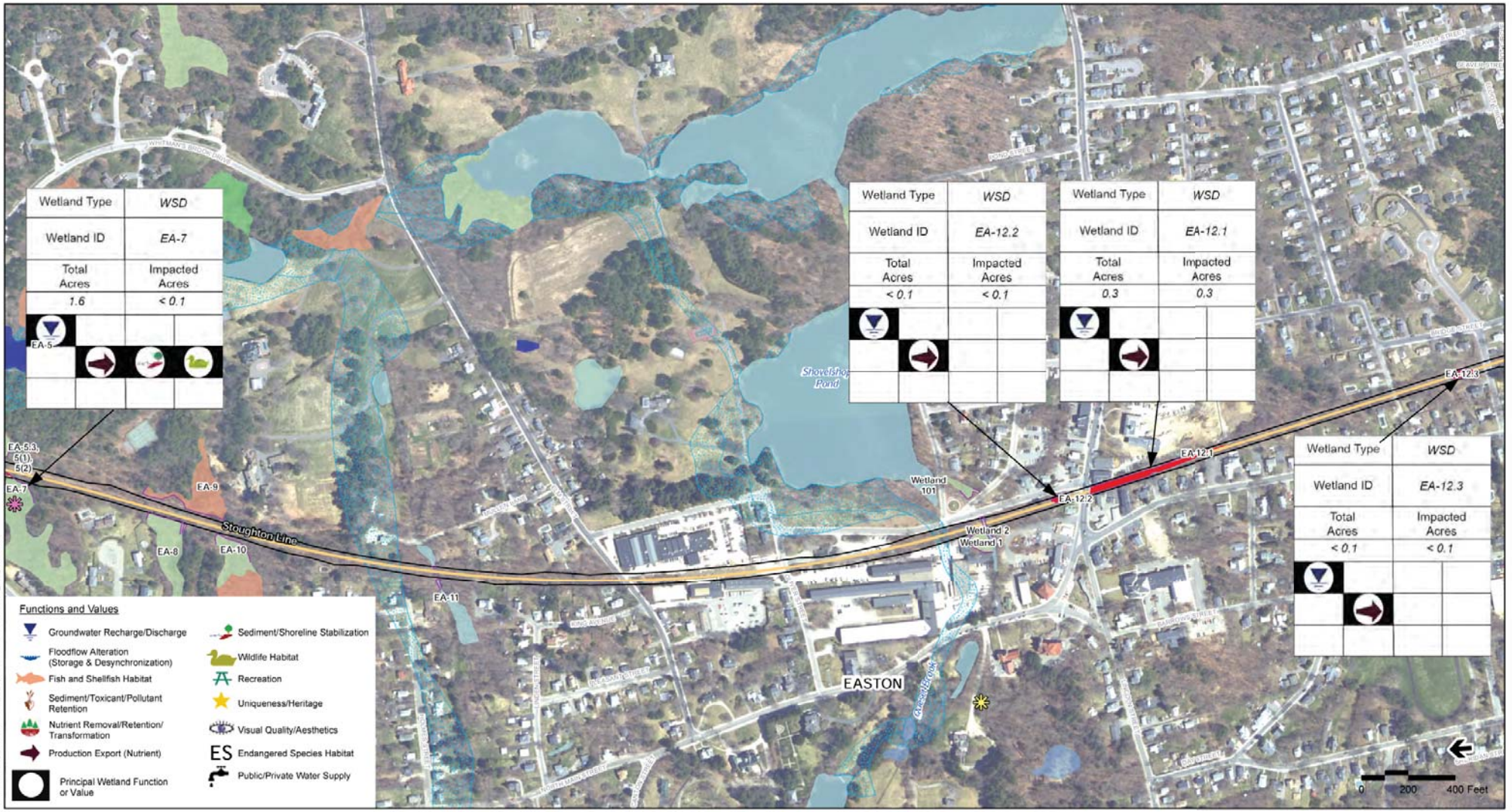
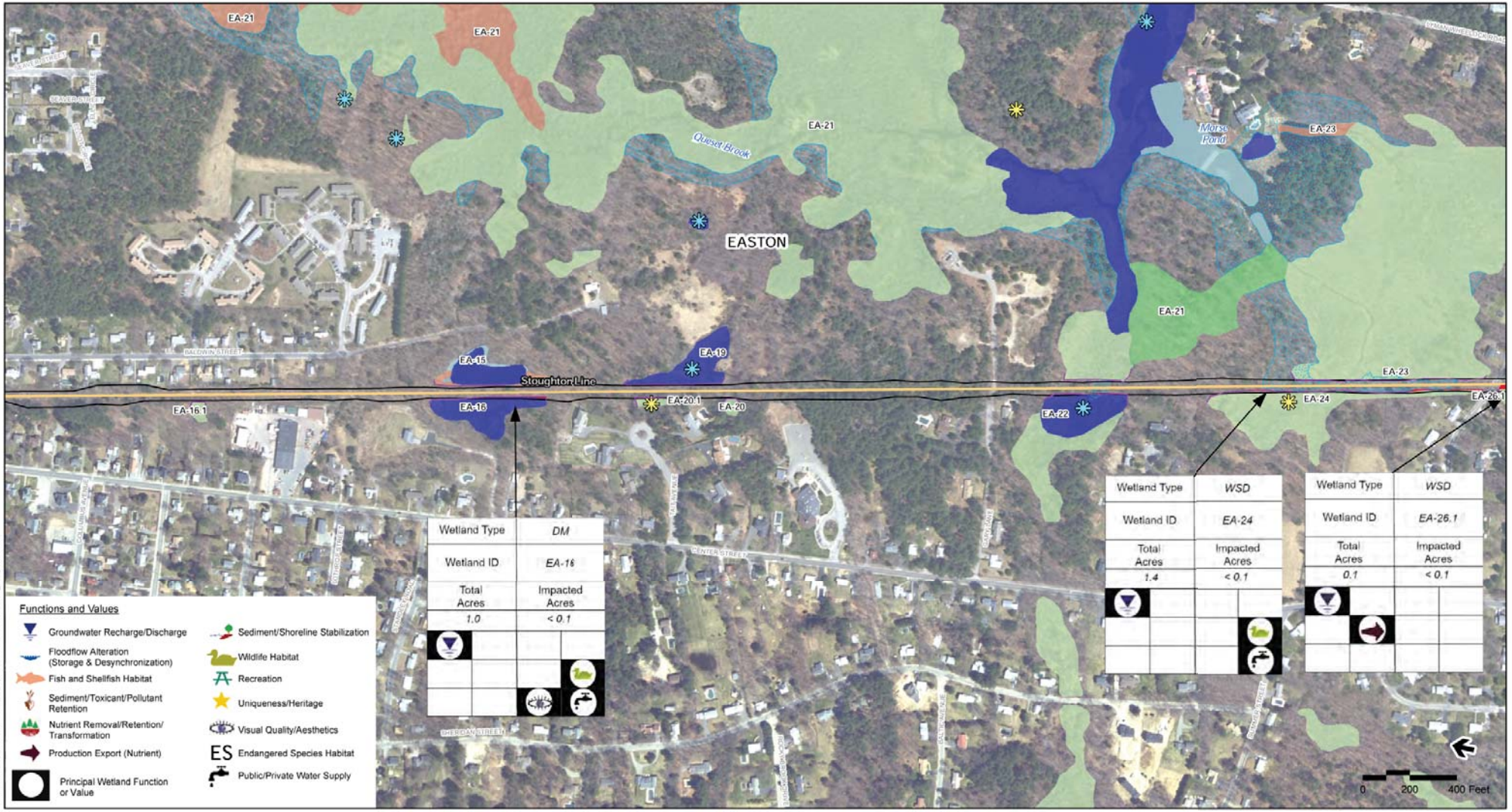


Figure 4.16-2g

Wetland Impacts
Stoughton Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map

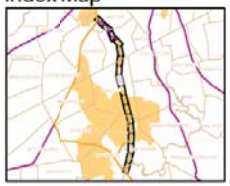


Figure 4.16-2h

Wetland Impacts
Stoughton Line

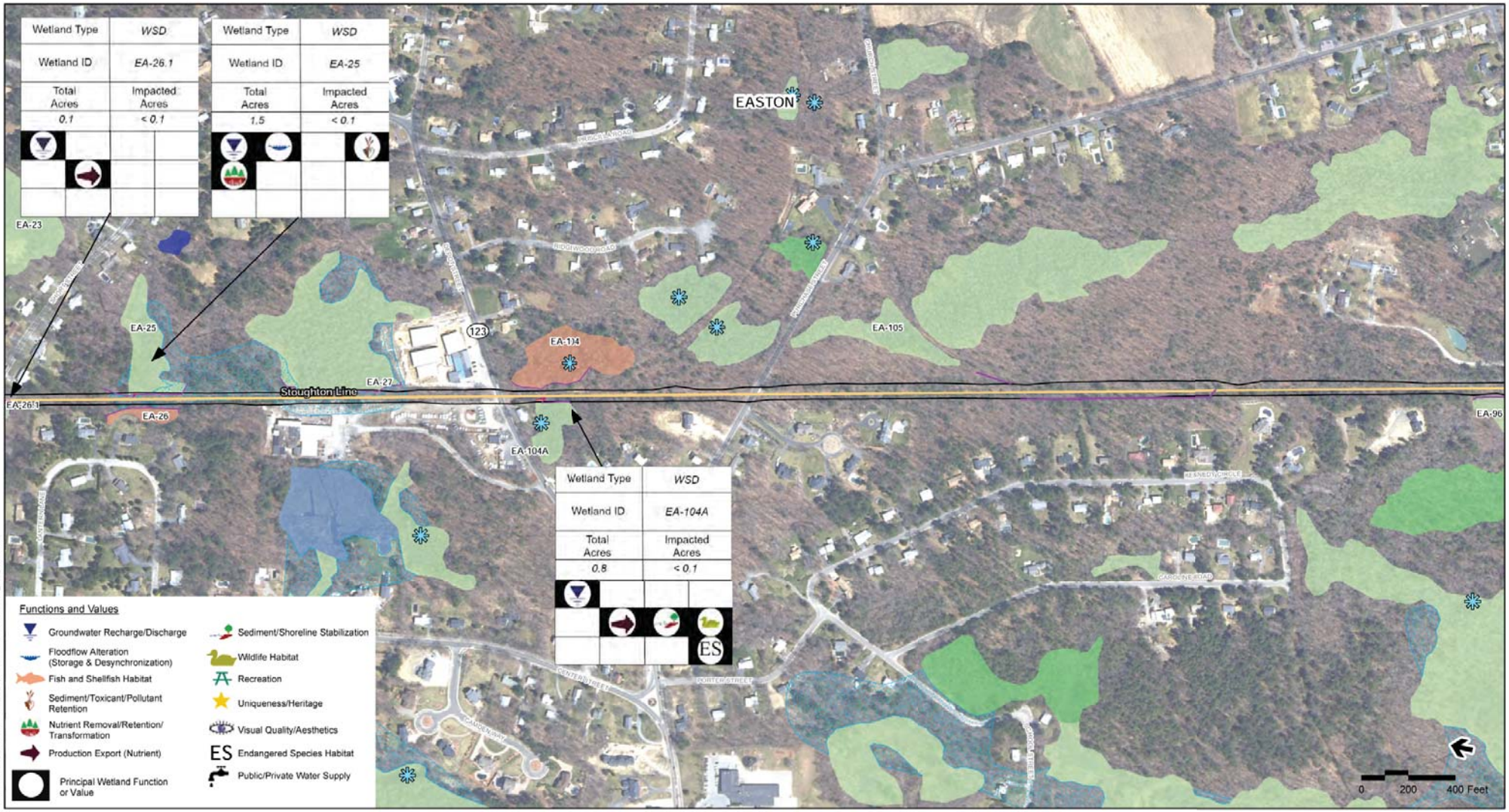


Figure 4.16-2i

Wetland Impacts
Stoughton Line

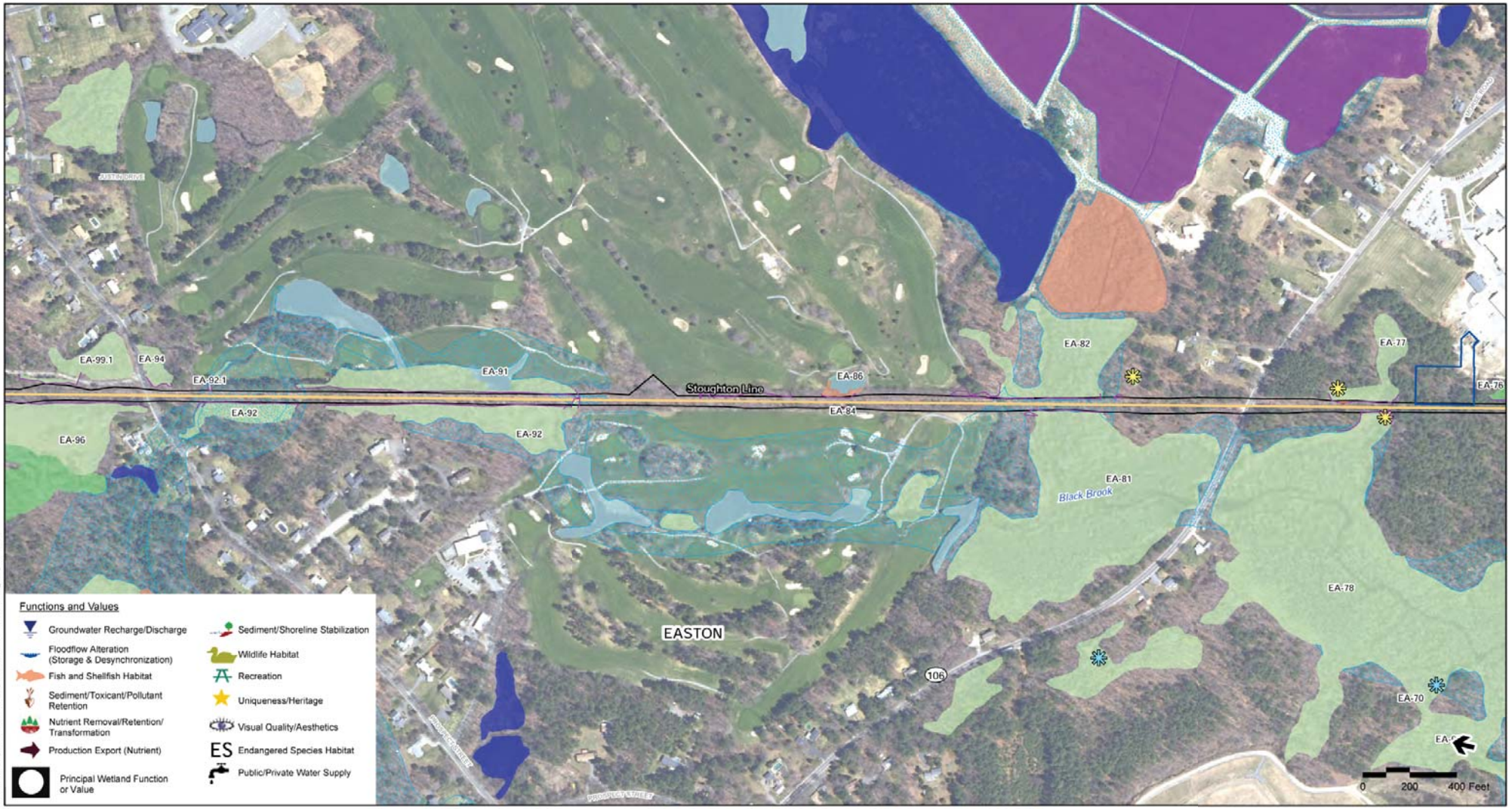
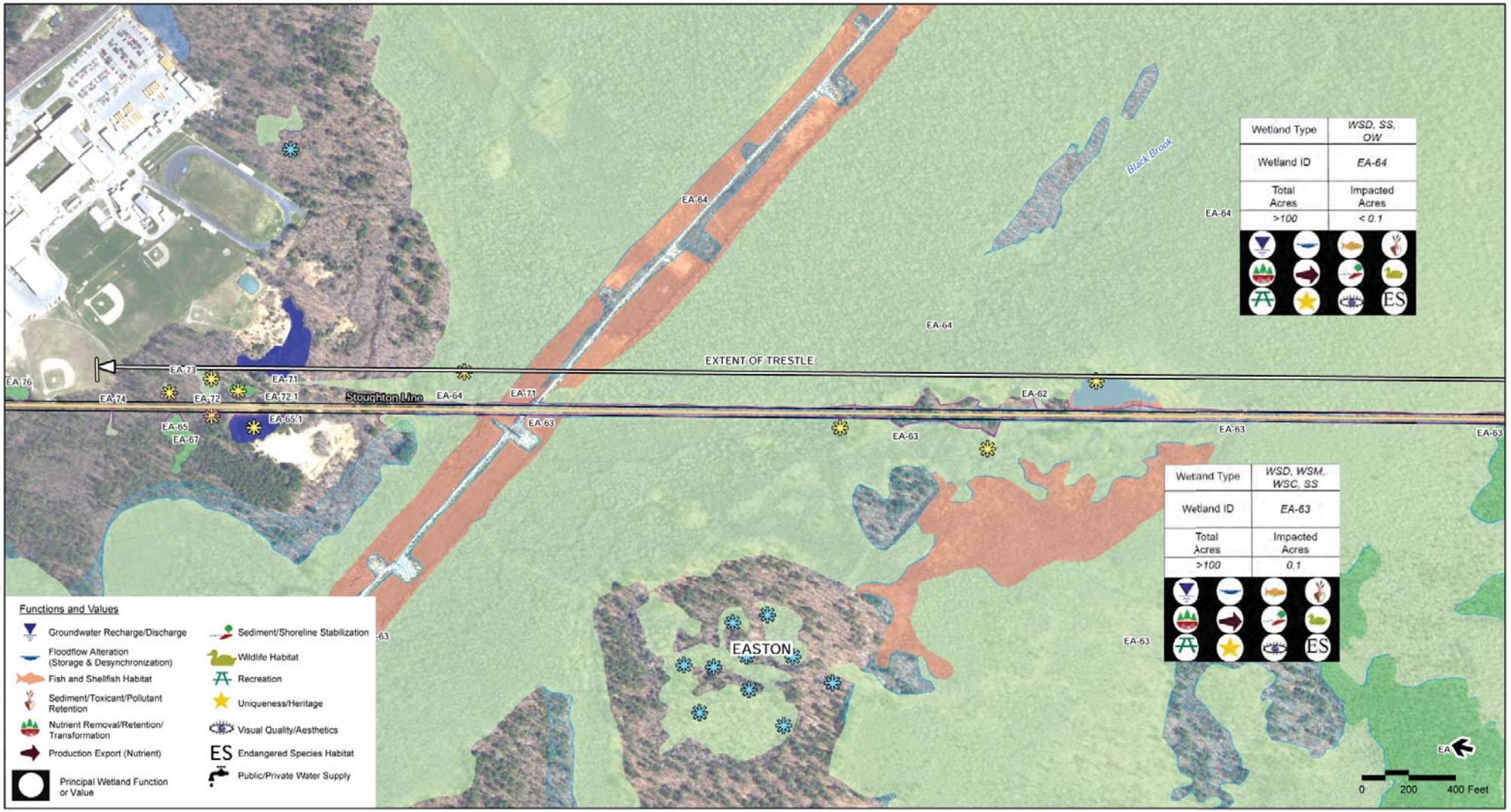


Figure 4.16-2j

Wetland Impacts
Stoughton Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
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- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map

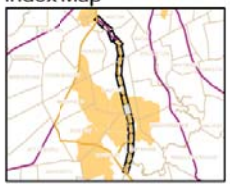


Figure 4.16-2k

Wetland Impacts
Stoughton Line

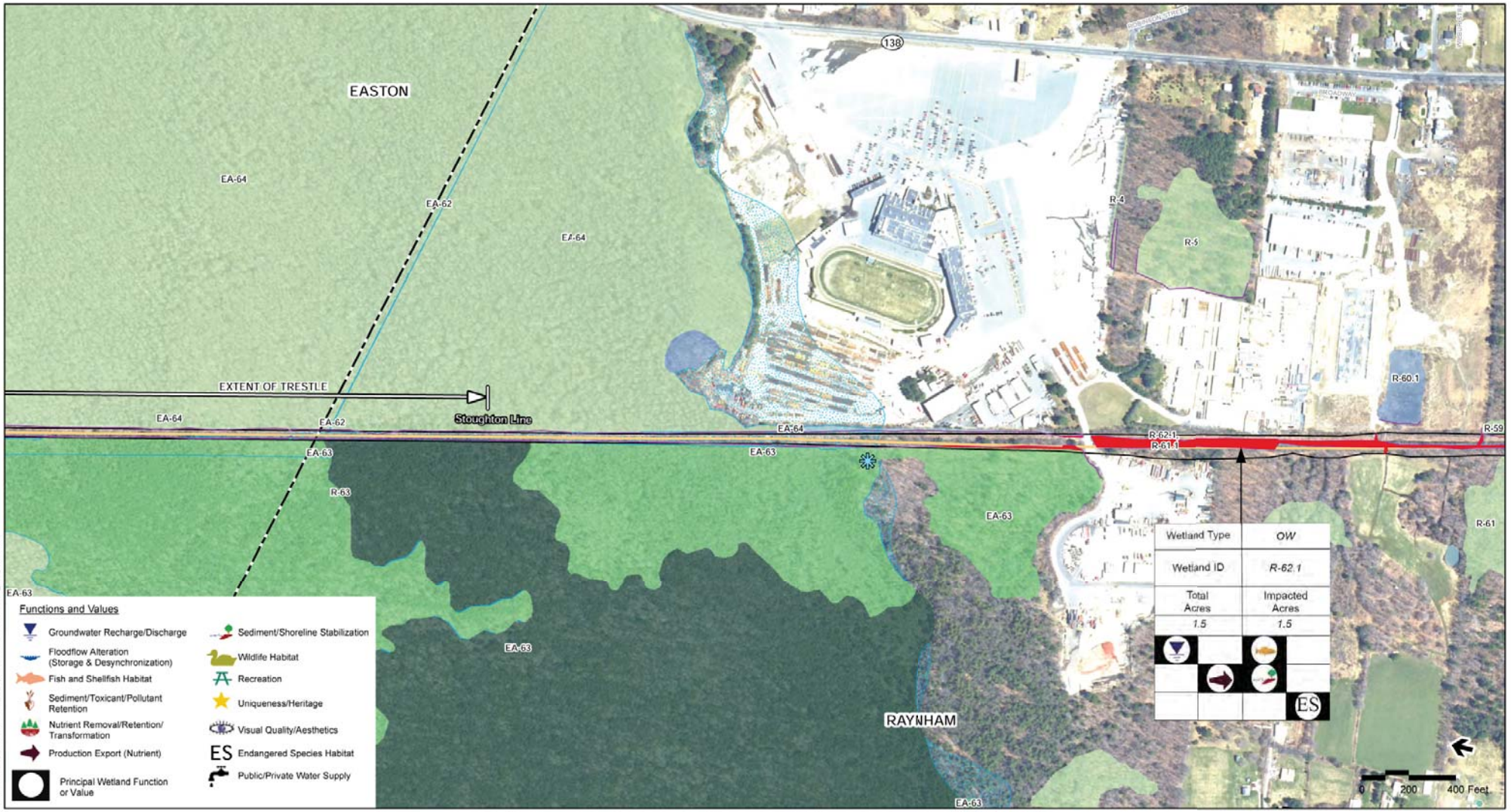
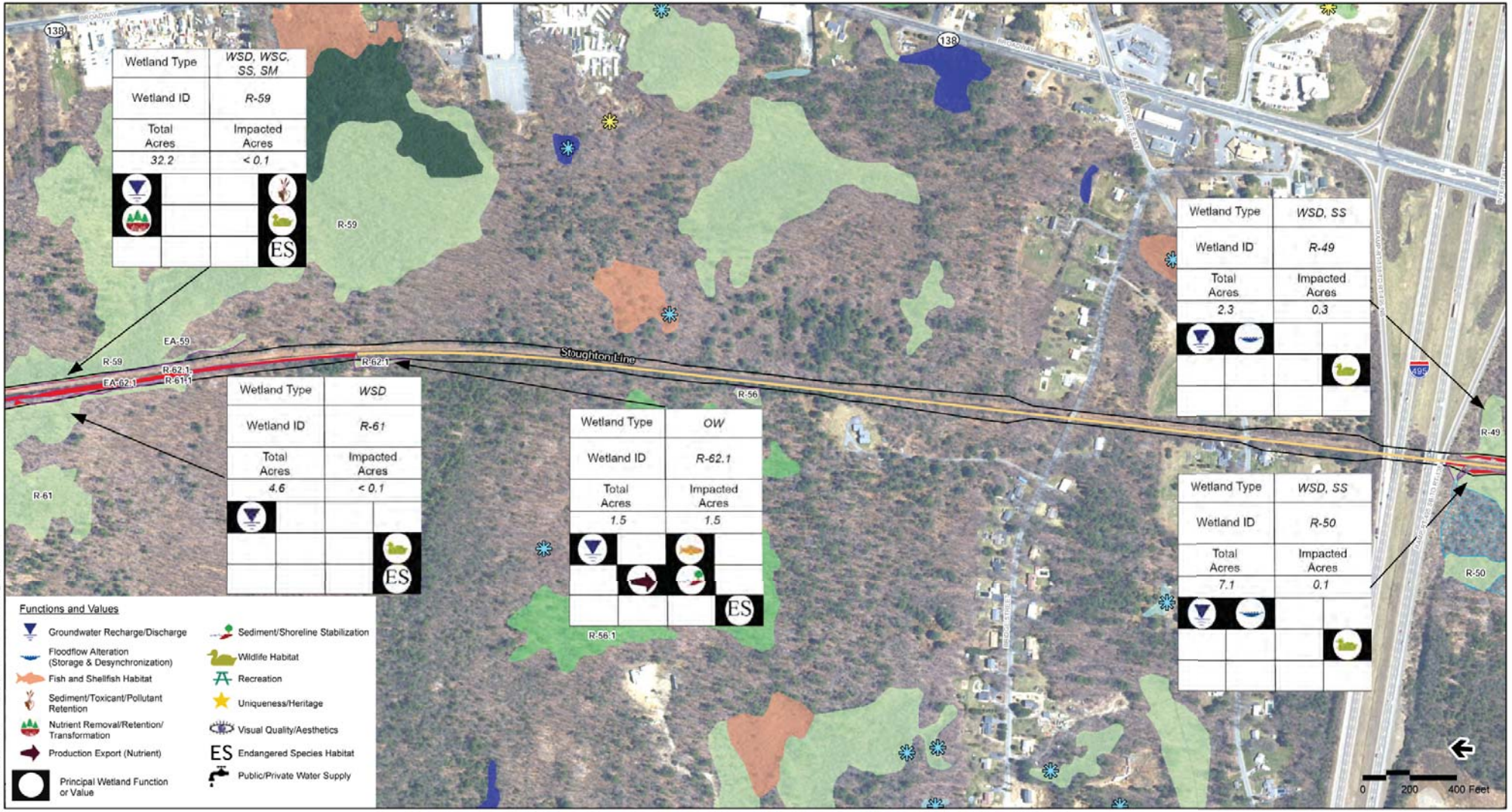


Figure 4.16-2l

Wetland Impacts
Stoughton Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
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Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map

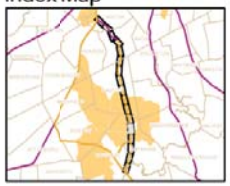


Figure 4.16-2m

Wetland Impacts
Stoughton Line

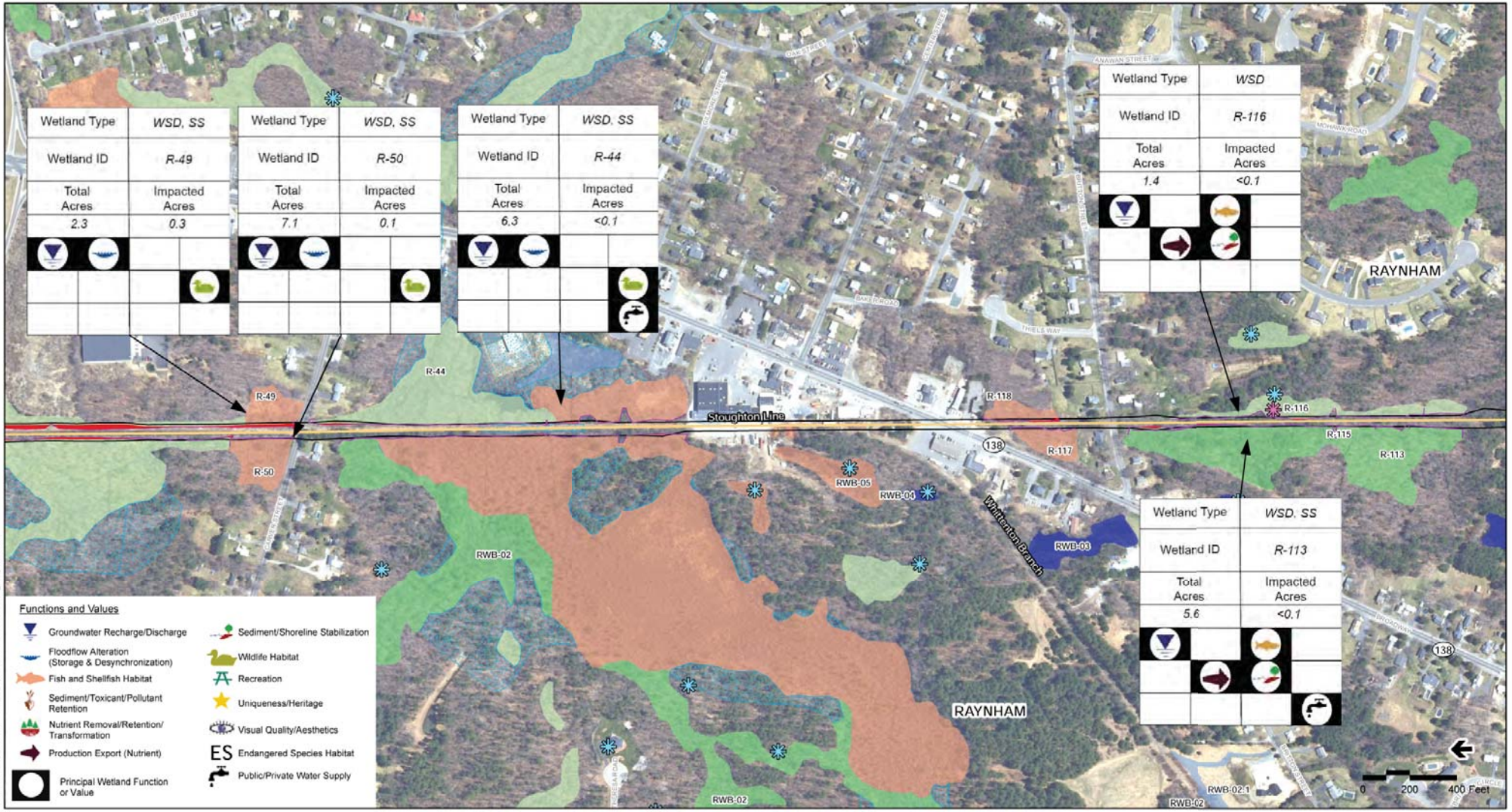


Figure 4.16-2n

Wetland Impacts
Stoughton Line

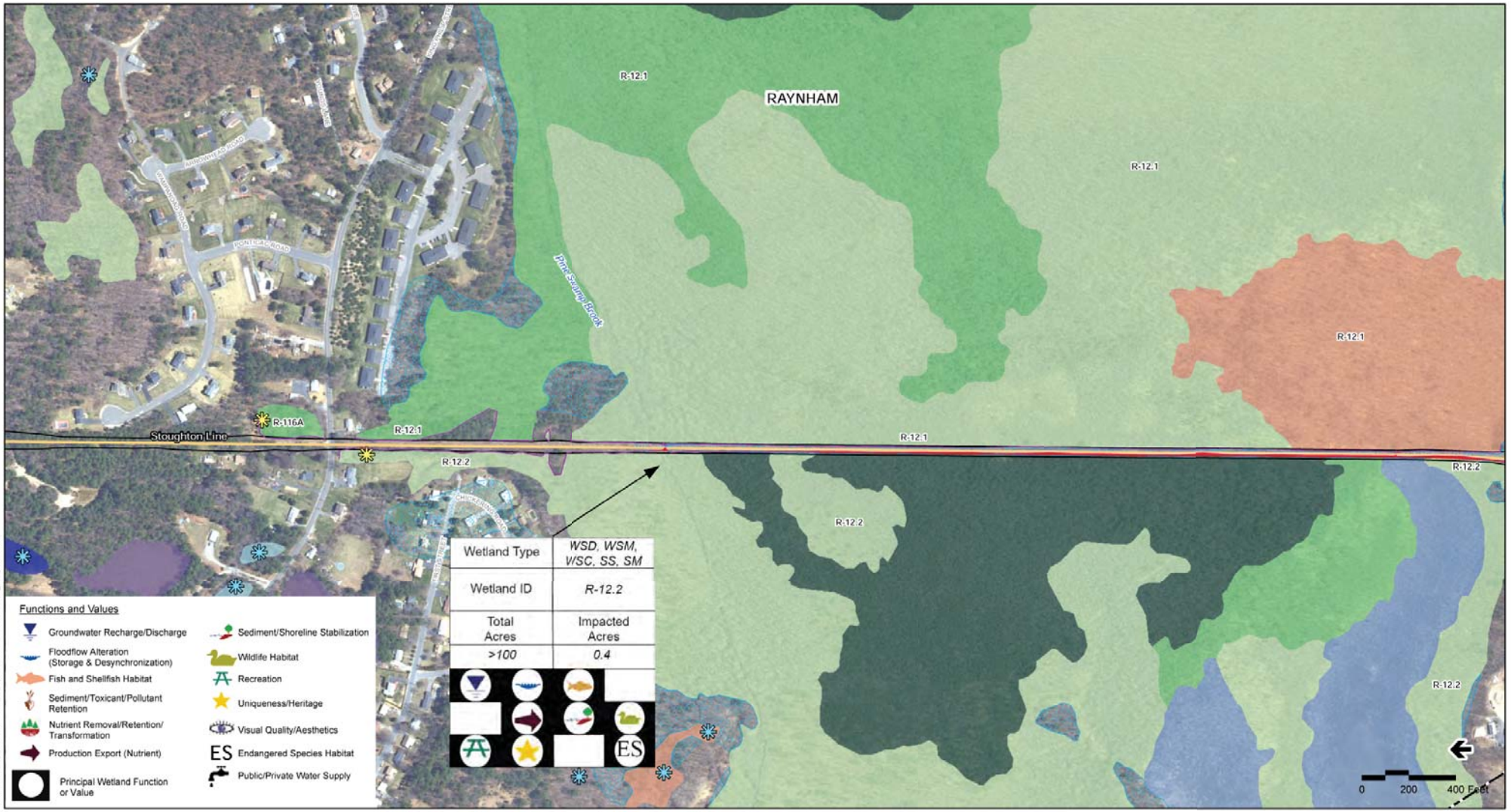


Figure 4.16-2o

Wetland Impacts
Stoughton Line

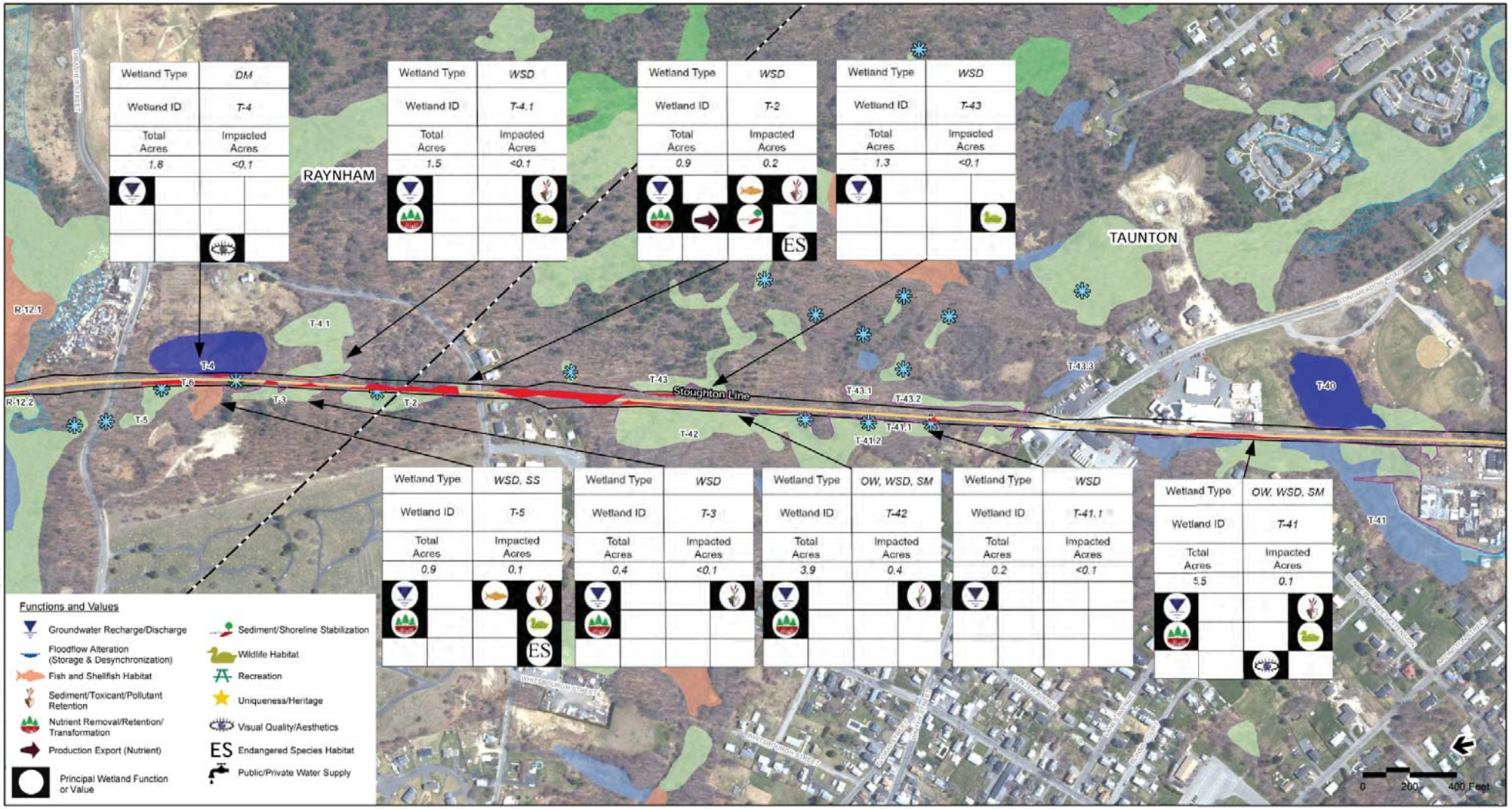
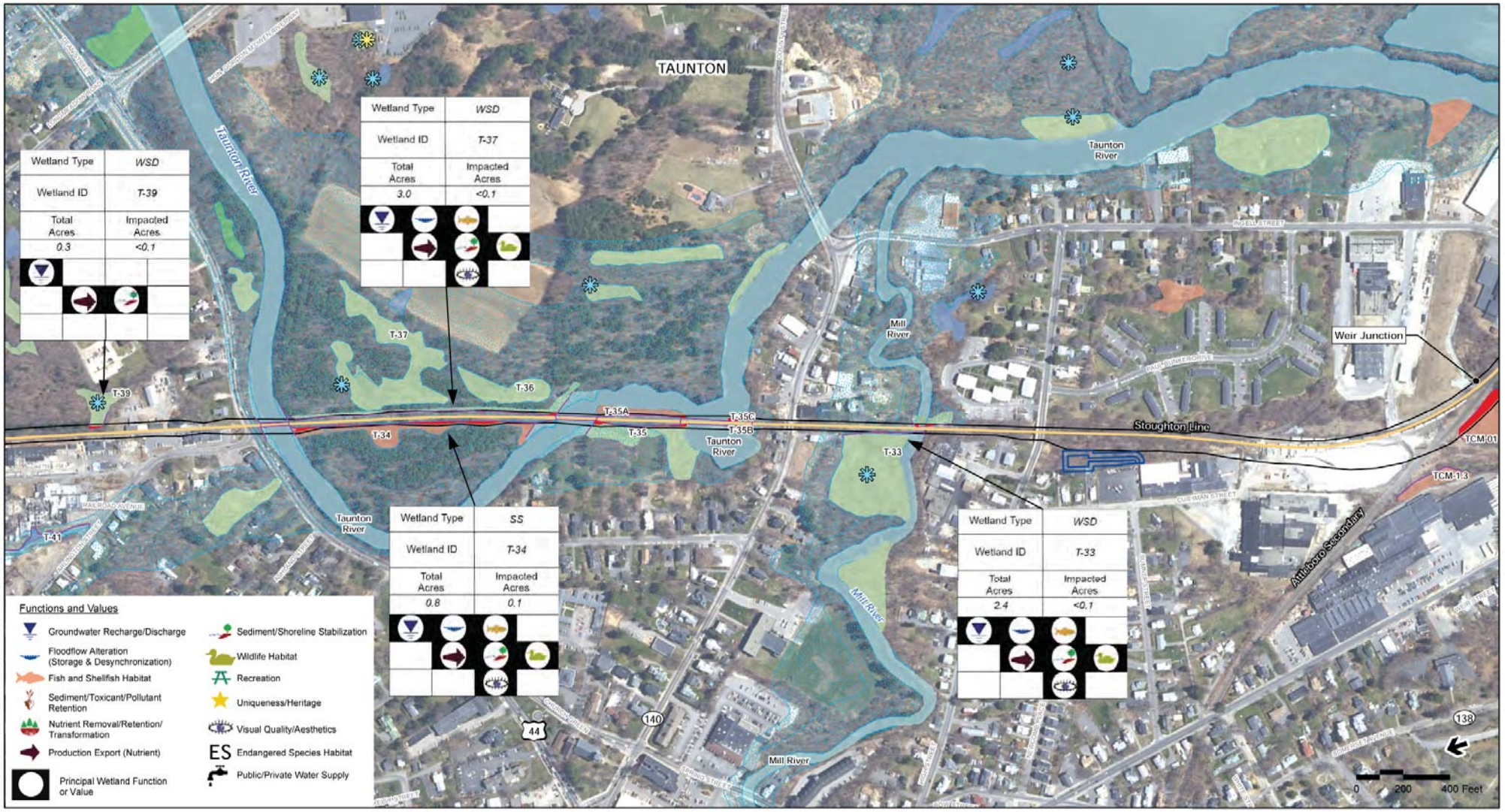


Figure 4.16-2p

Wetland Impacts
Stoughton Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map

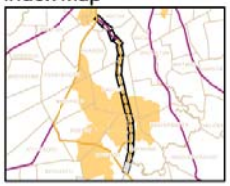
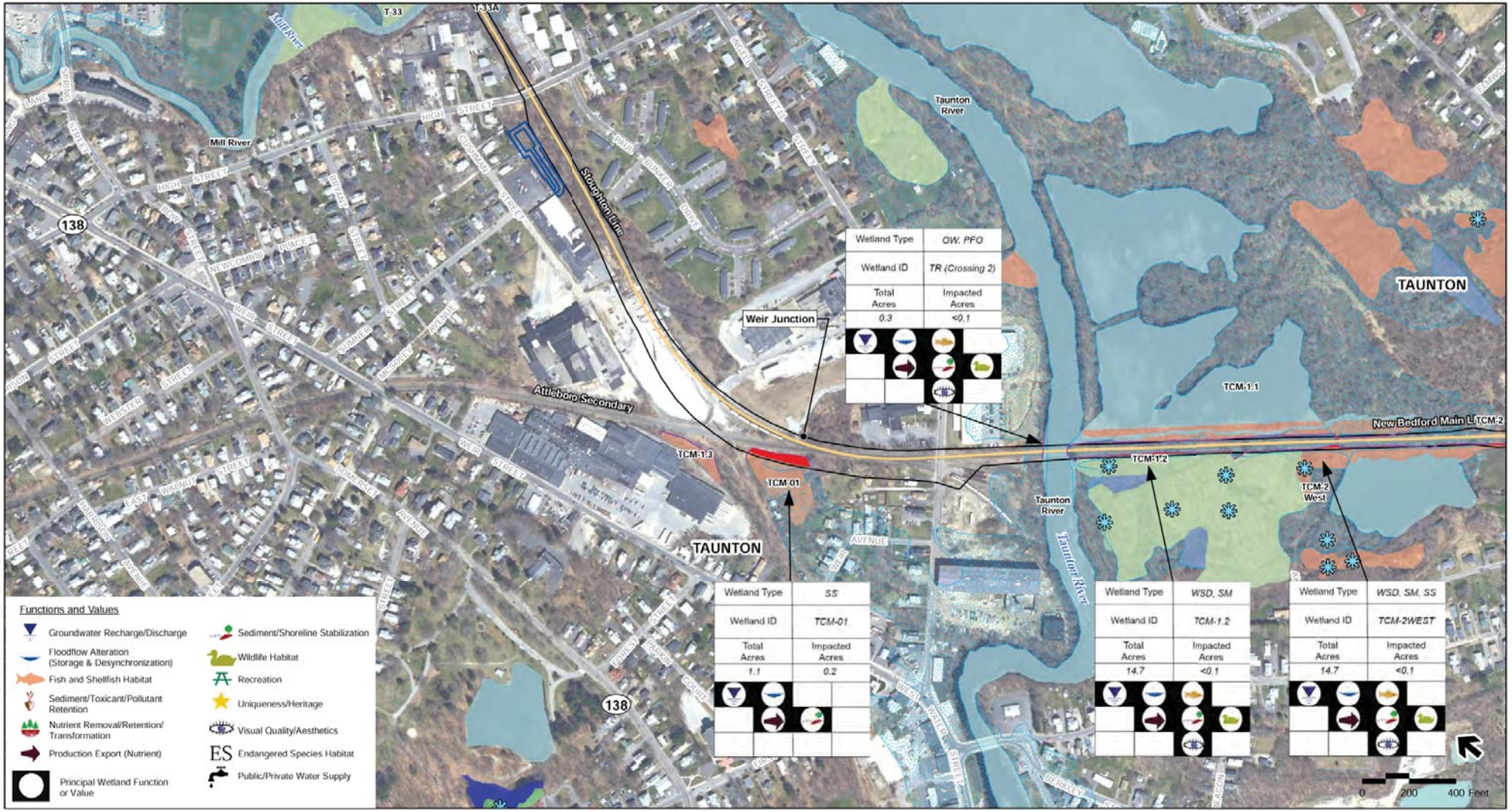


Figure 4.16-2q

Wetland Impacts
Stoughton Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

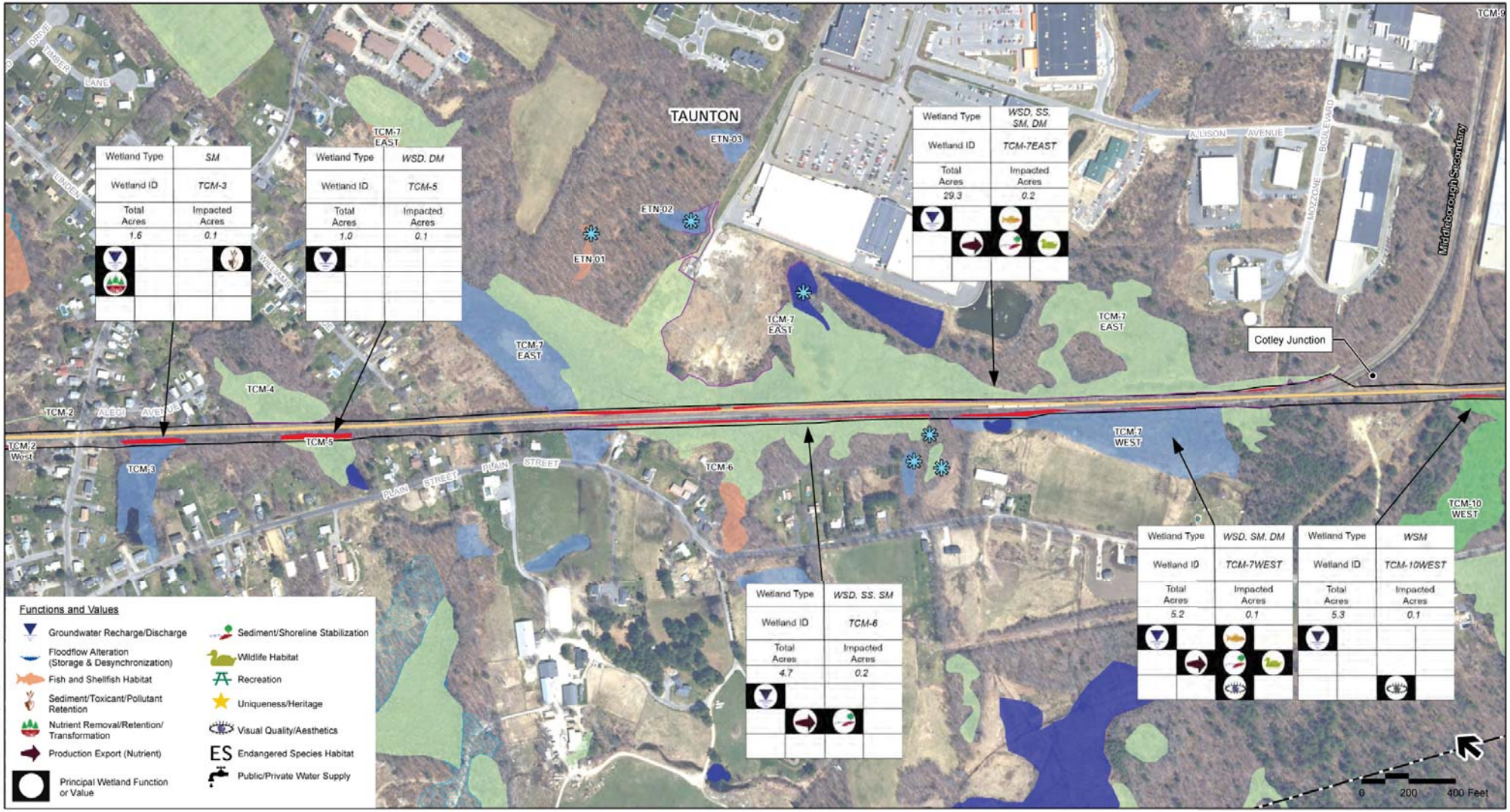
- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-3a

Wetland Impacts
New Bedford Main Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-3b

Wetland Impacts
New Bedford Main Line

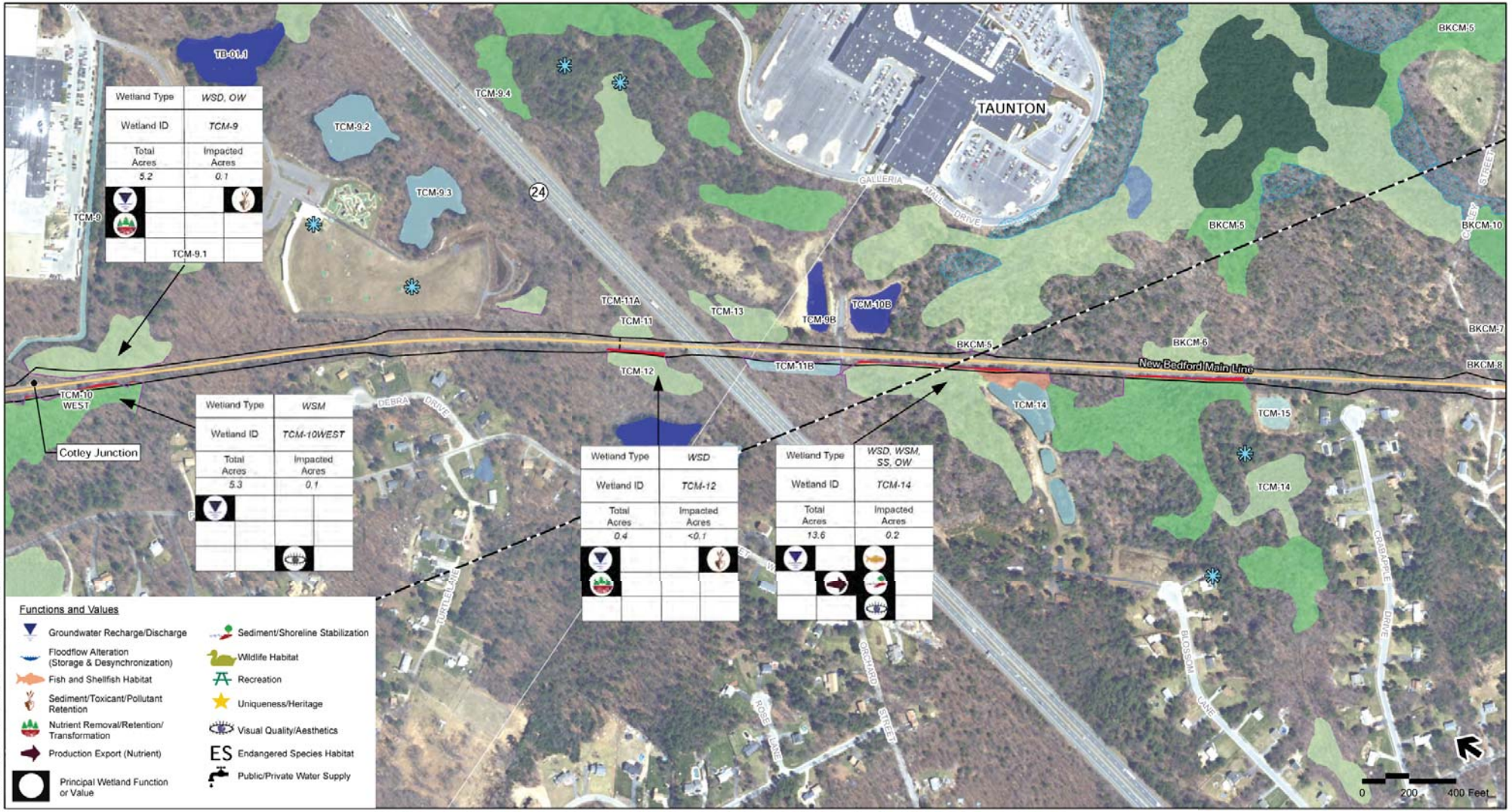
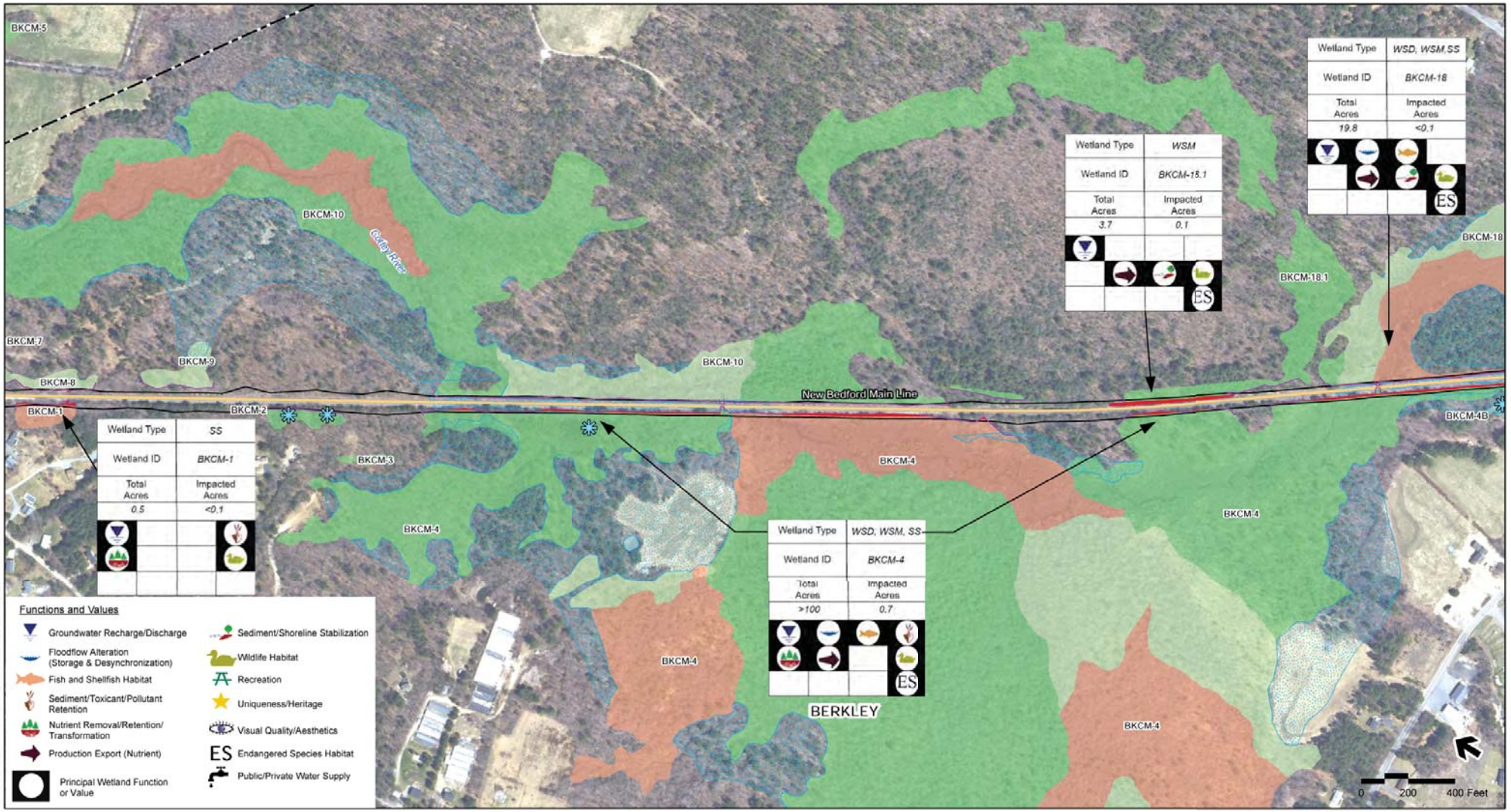


Figure 4.16-3c

Wetland Impacts
New Bedford Main Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

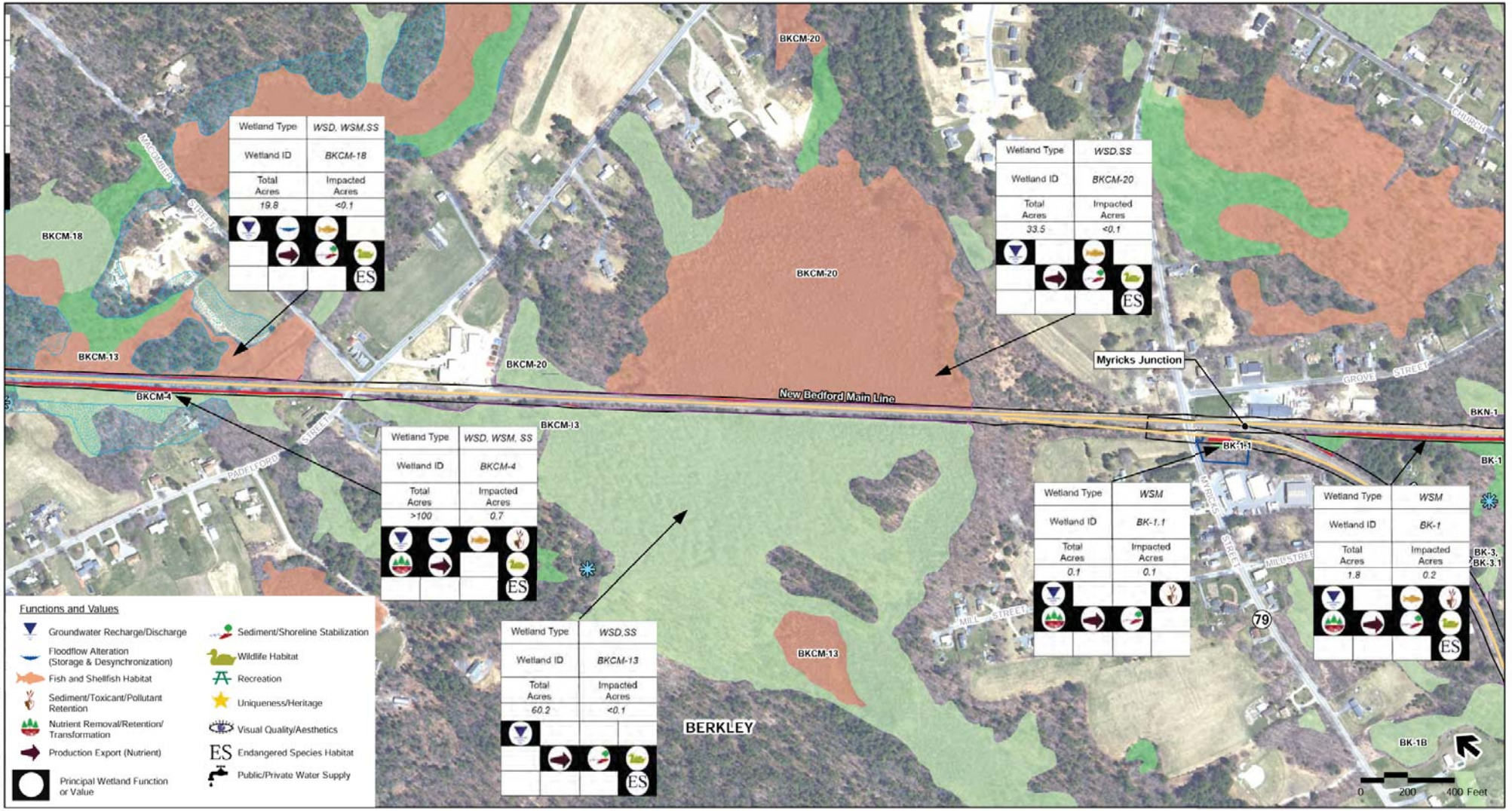
- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-3d

Wetland Impacts
New Bedford Main Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
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Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-3e

Wetland Impacts
New Bedford Main Line

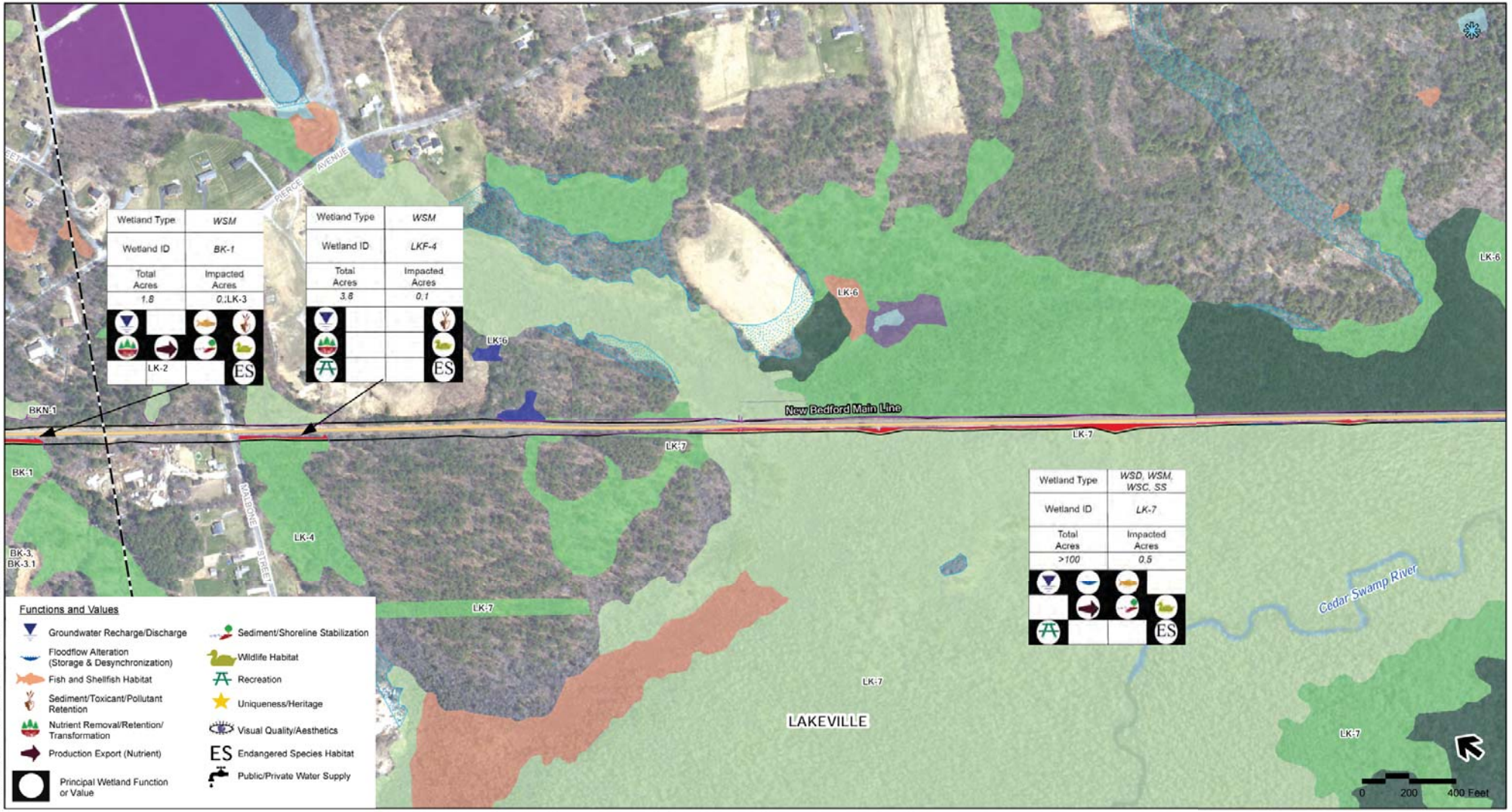
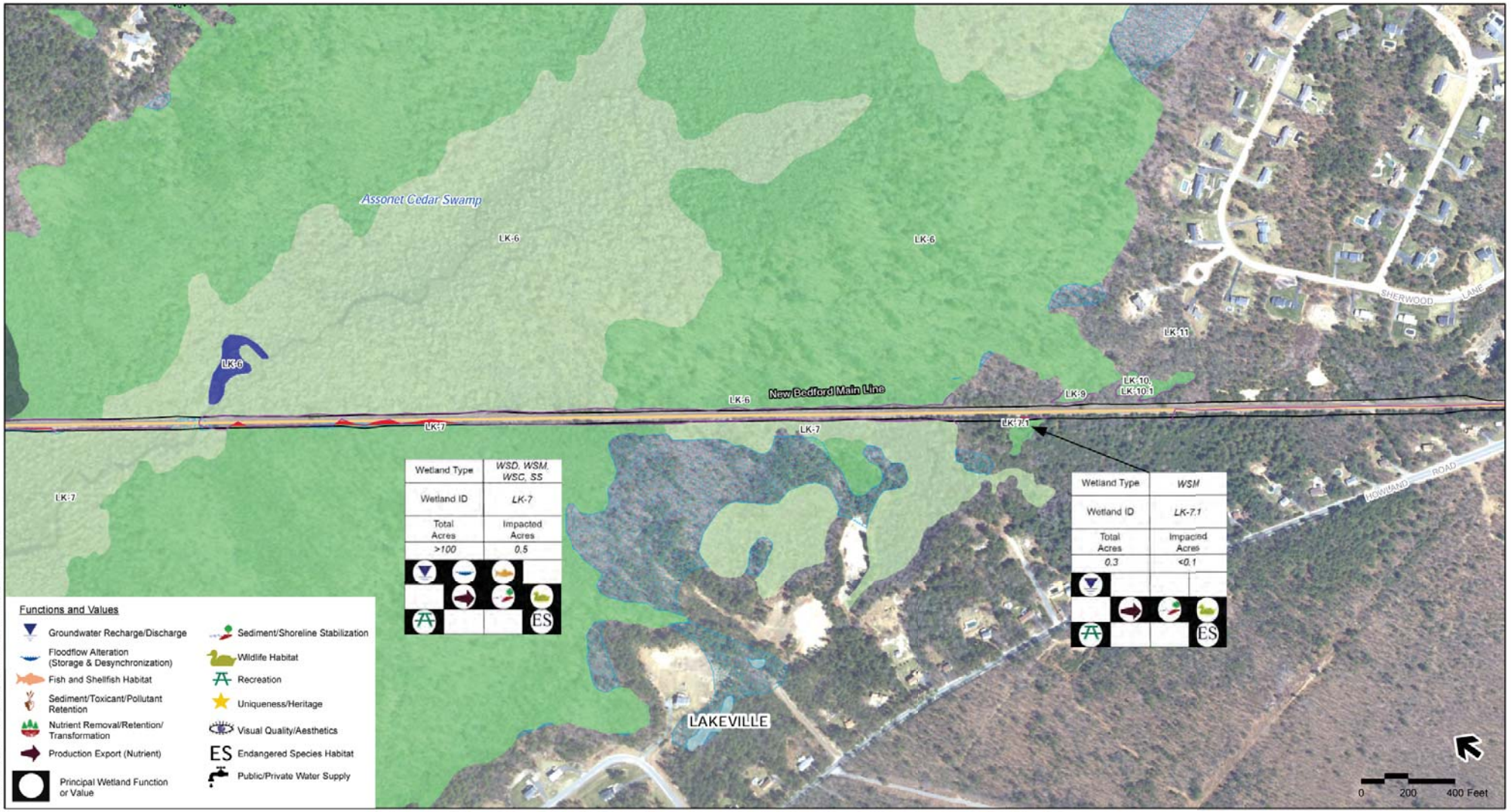


Figure 4.16-3f

Wetland Impacts
New Bedford Main Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
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Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
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- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-3g

Wetland Impacts
New Bedford Main Line

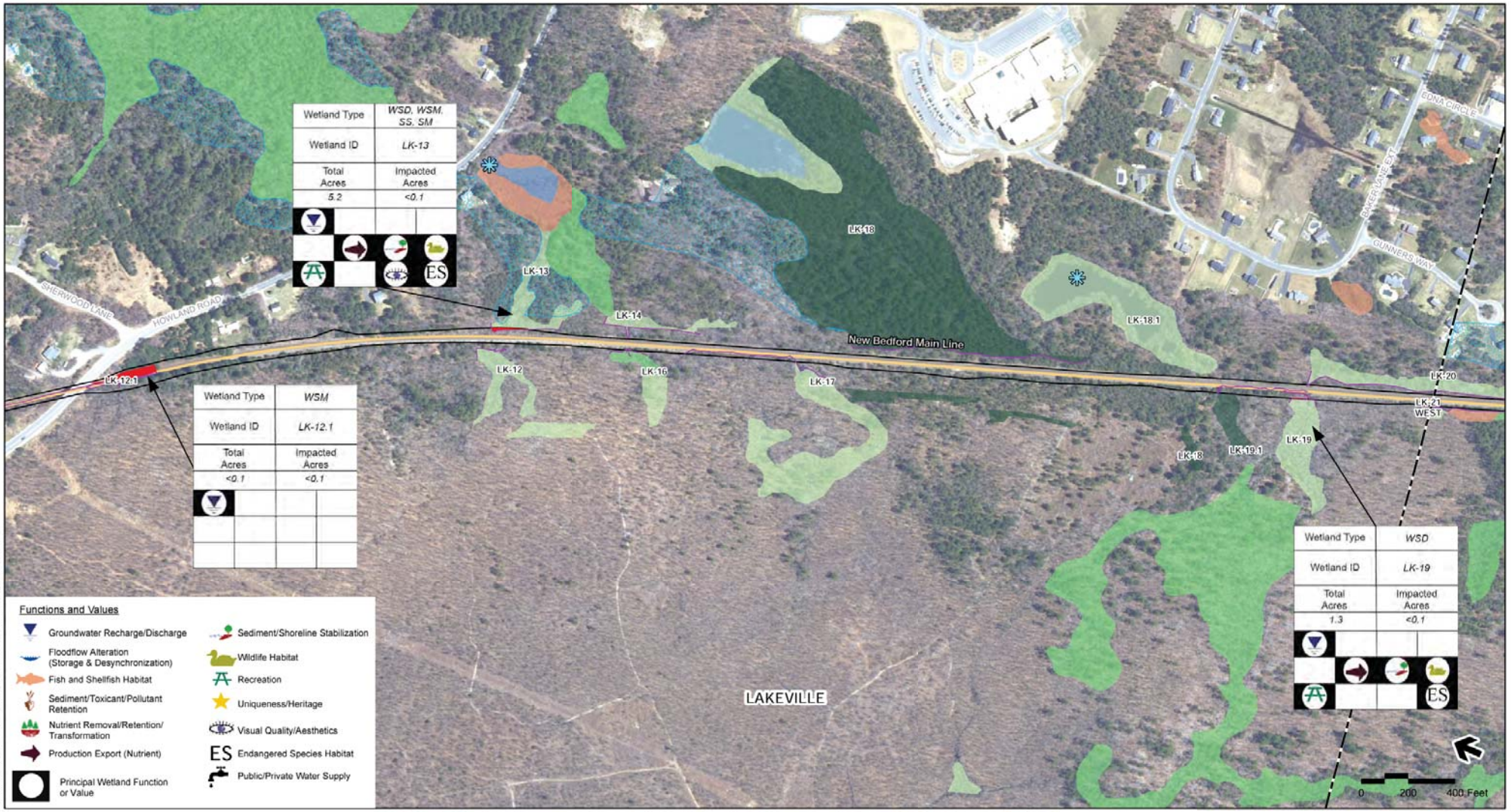
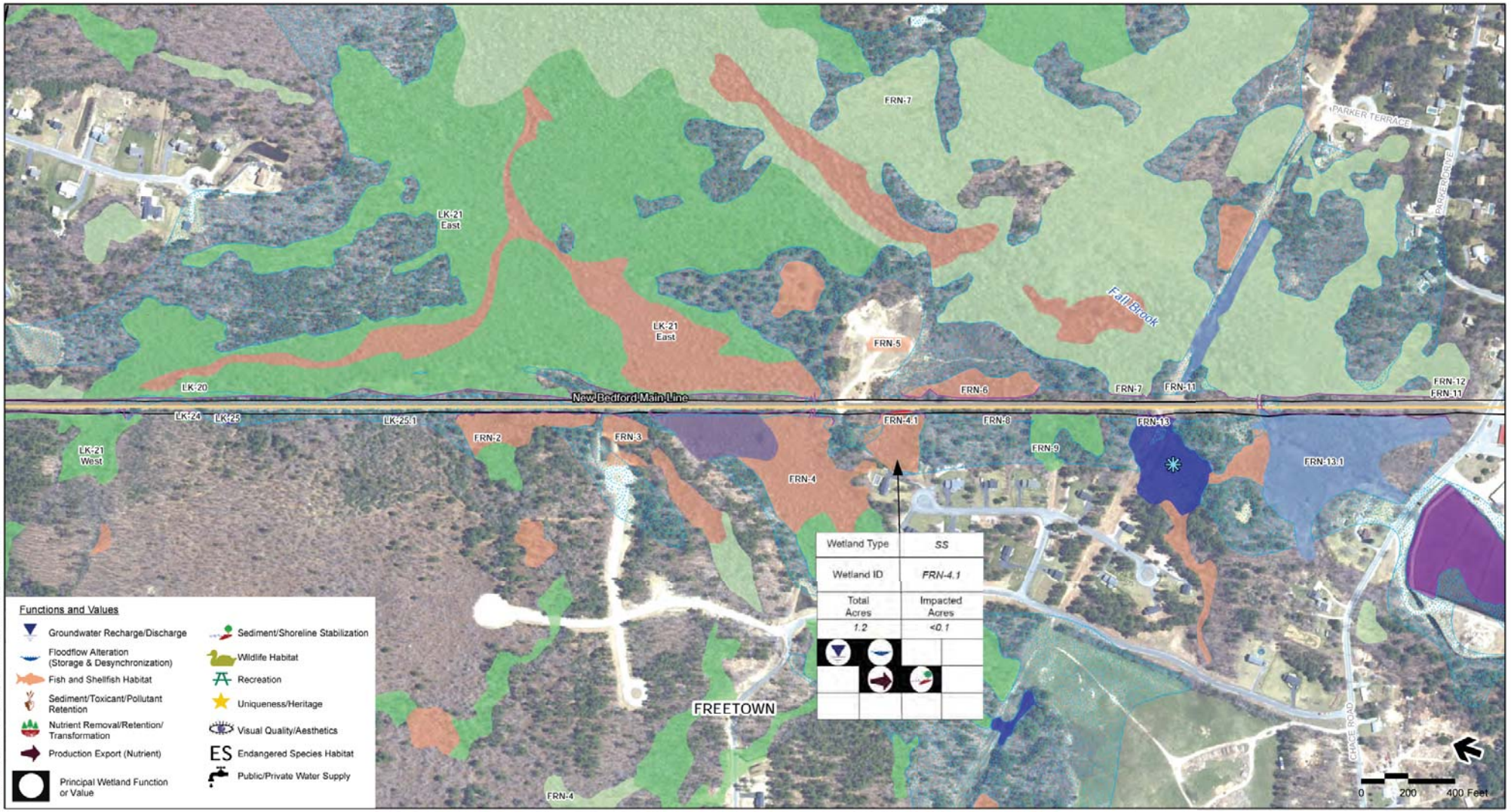


Figure 4.16-3h

Wetland Impacts
New Bedford Main Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
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- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-3i

Wetland Impacts
New Bedford Main Line

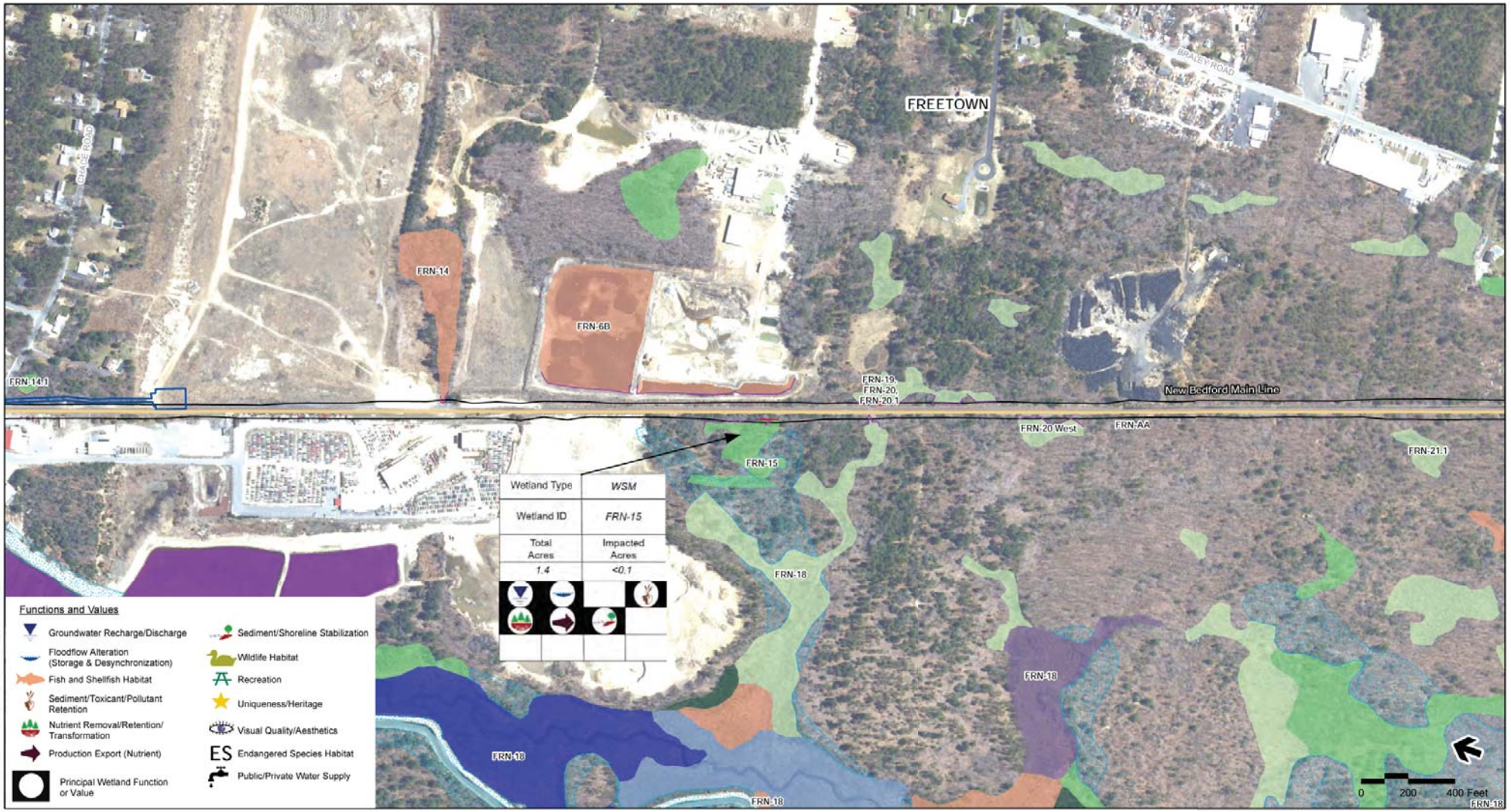


Figure 4.16-3j

Wetland Impacts
New Bedford Main Line

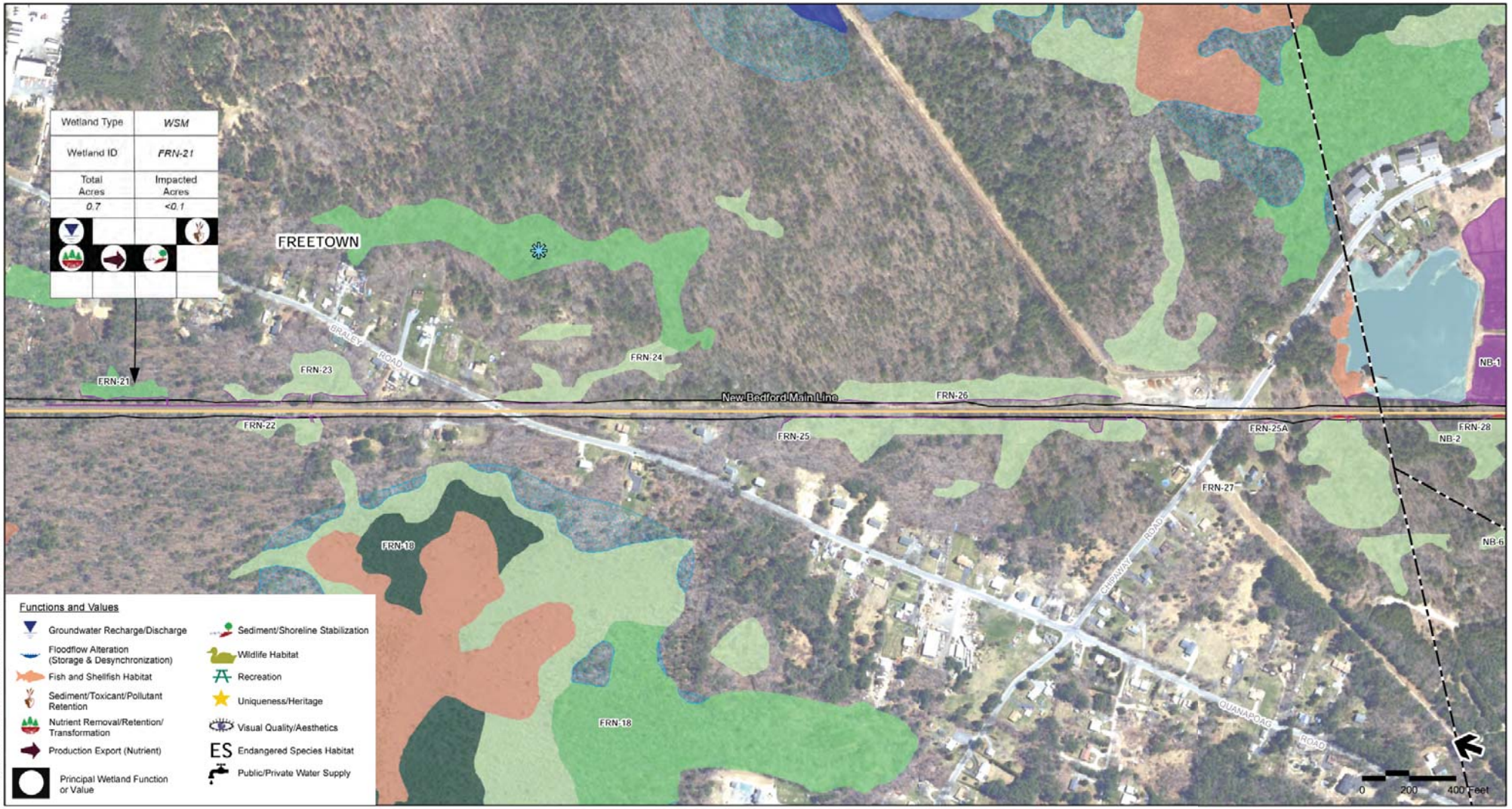


Figure 4.16-3k

Wetland Impacts
New Bedford Main Line

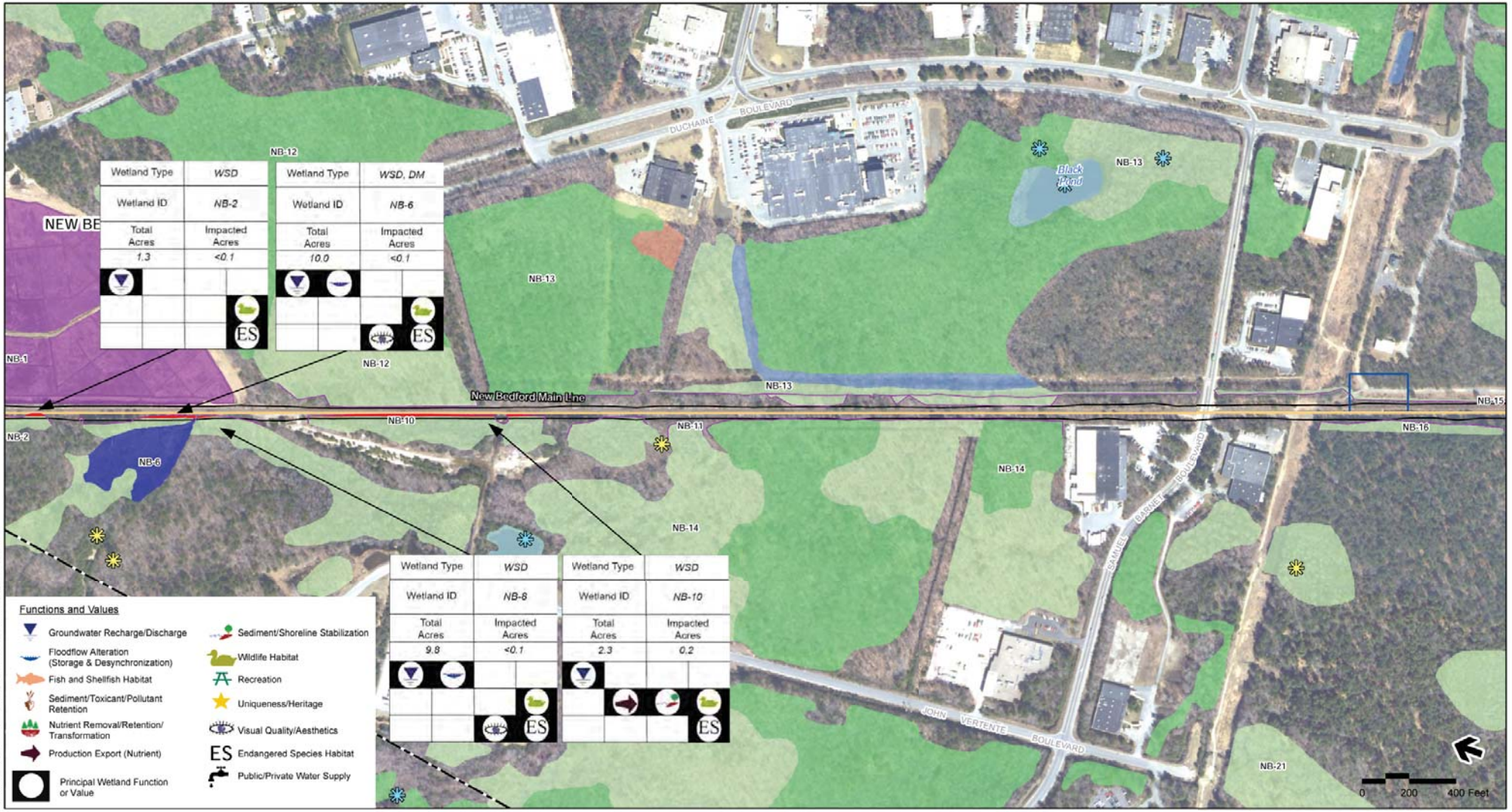
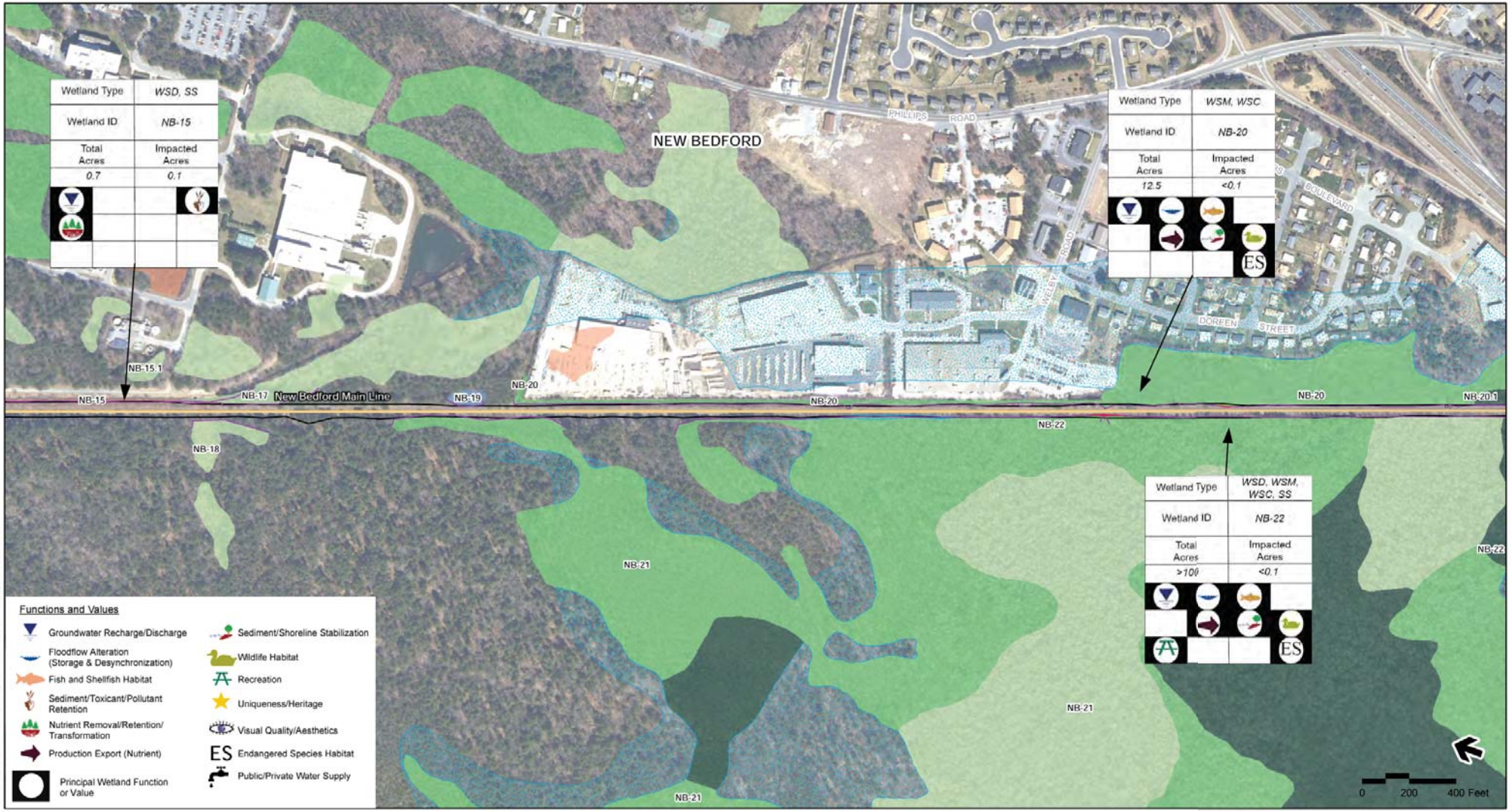


Figure 4.16-3l

Wetland Impacts
New Bedford Main Line



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
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- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-3m

Wetland Impacts
New Bedford Main Line

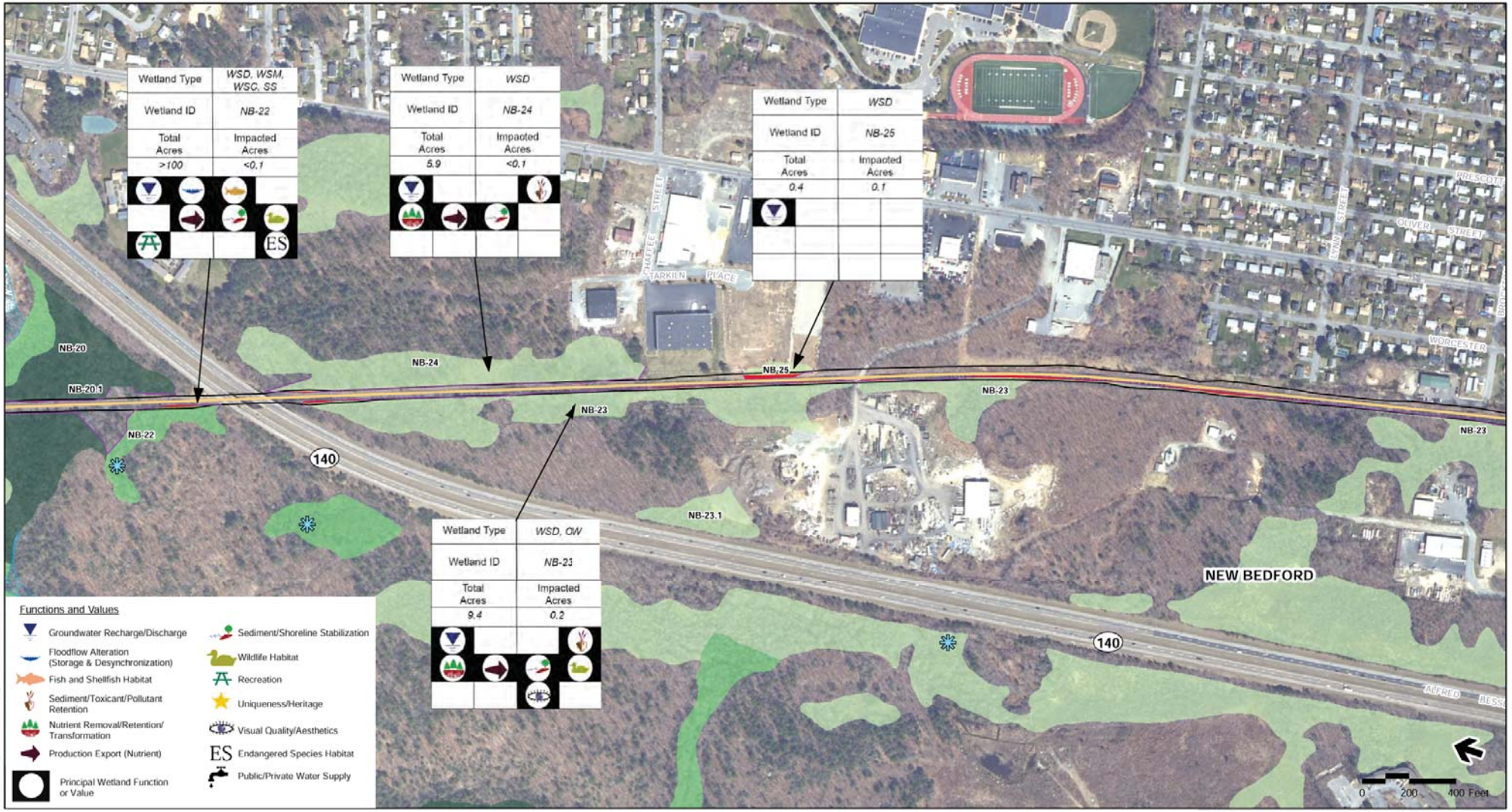


Figure 4.16-3n

Wetland Impacts
New Bedford Main Line

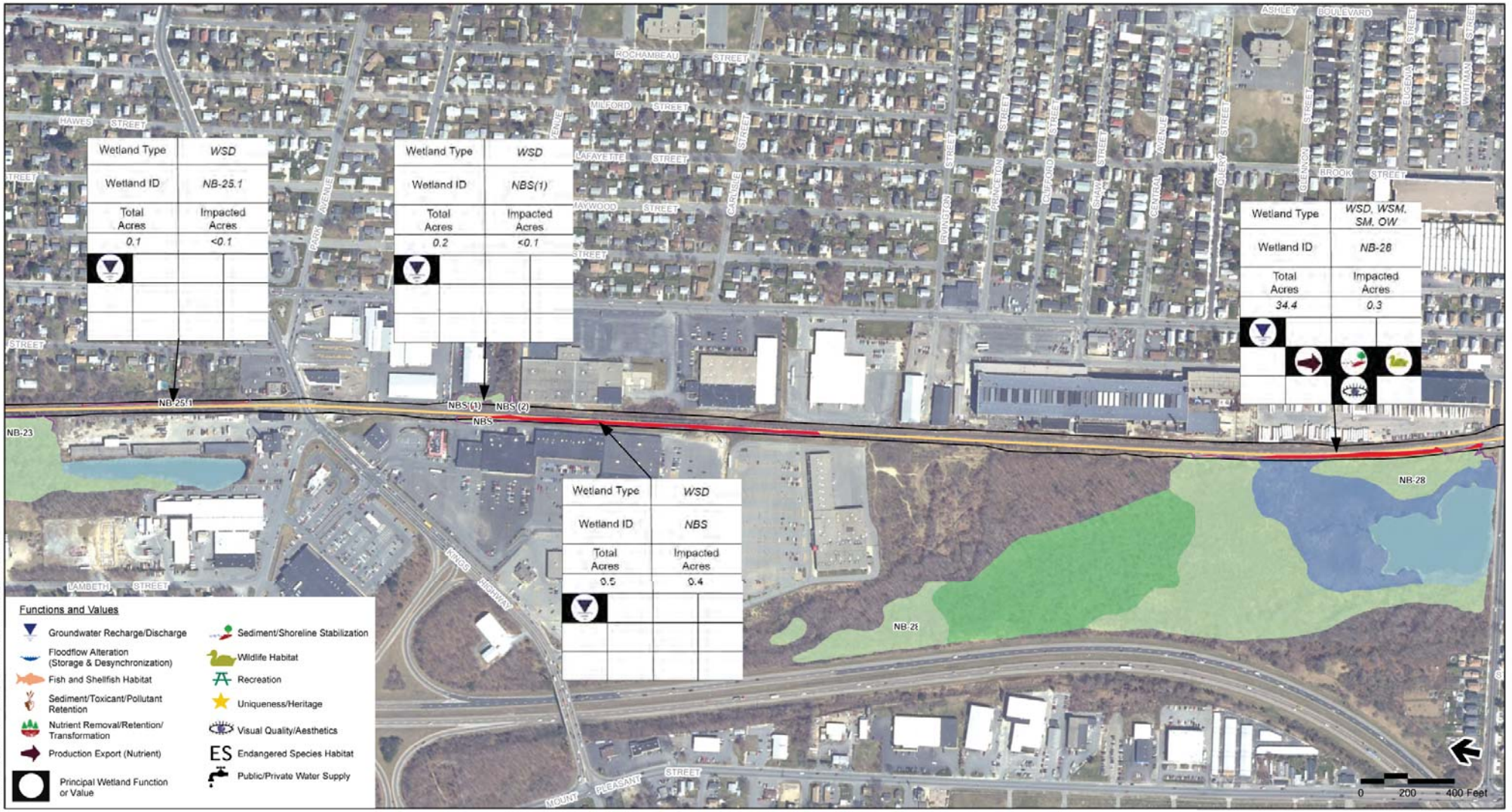


Figure 4.16-3o

Wetland Impacts
New Bedford Main Line



Legend

- MBTA Commuter Rail Station
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- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
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- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-3p

Wetland Impacts
New Bedford Main Line



Functions and Values

- Groundwater Recharge/Discharge
- Floodflow Alteration (Storage & Desynchronization)
- Fish and Shellfish Habitat
- Sediment/Toxicant/Pollutant Retention
- Nutrient Removal/Retention/ Transformation
- Production Export (Nutrient)
- Principal Wetland Function or Value
- Sediment/Shoreline Stabilization
- Wildlife Habitat
- Recreation
- Uniqueness/Heritage
- Visual Quality/Aesthetics
- ES Endangered Species Habitat
- Public/Private Water Supply

Legend

- MBTA Commuter Rail Station
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- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-3q

Wetland Impacts
New Bedford Main Line

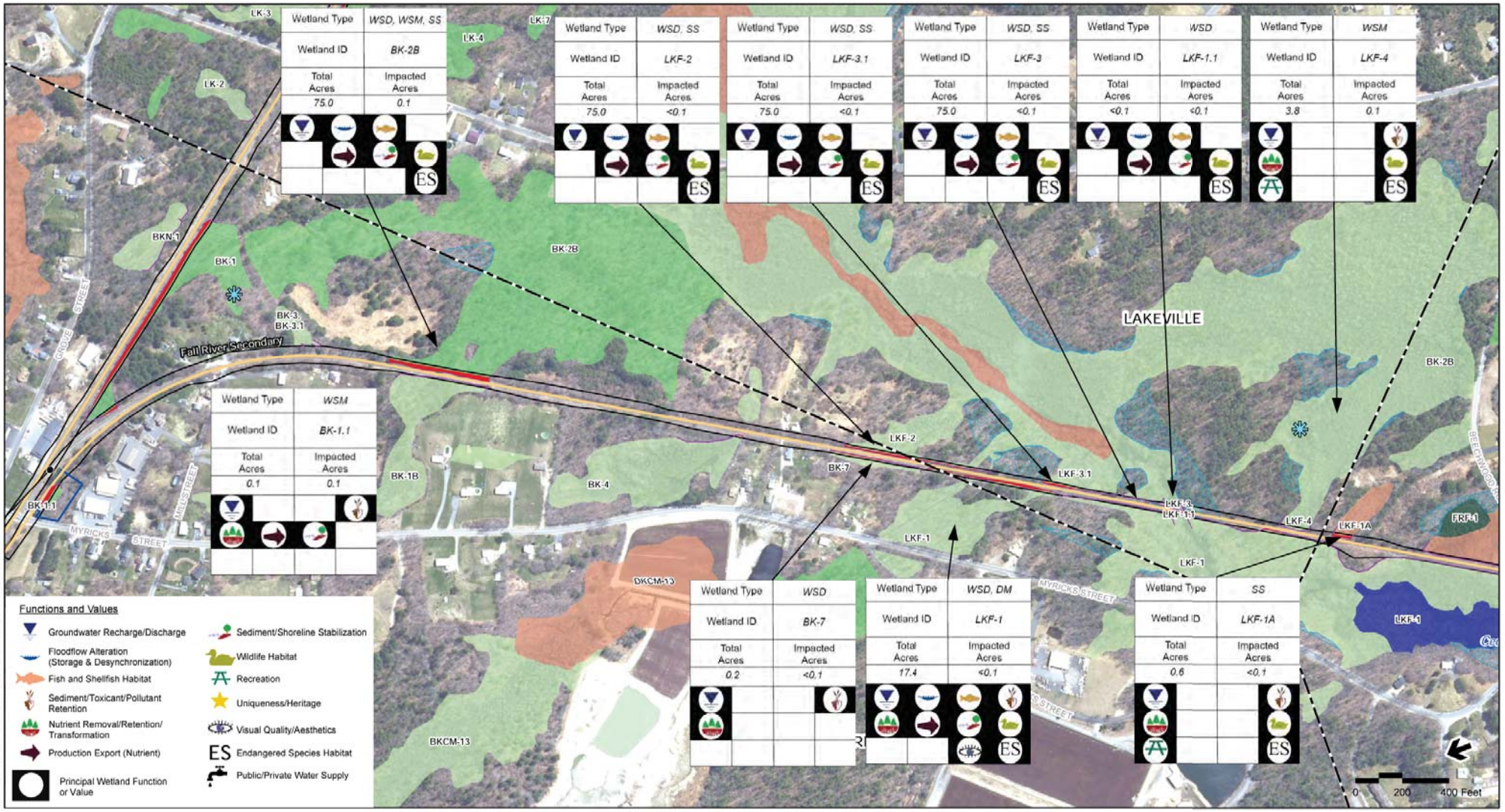
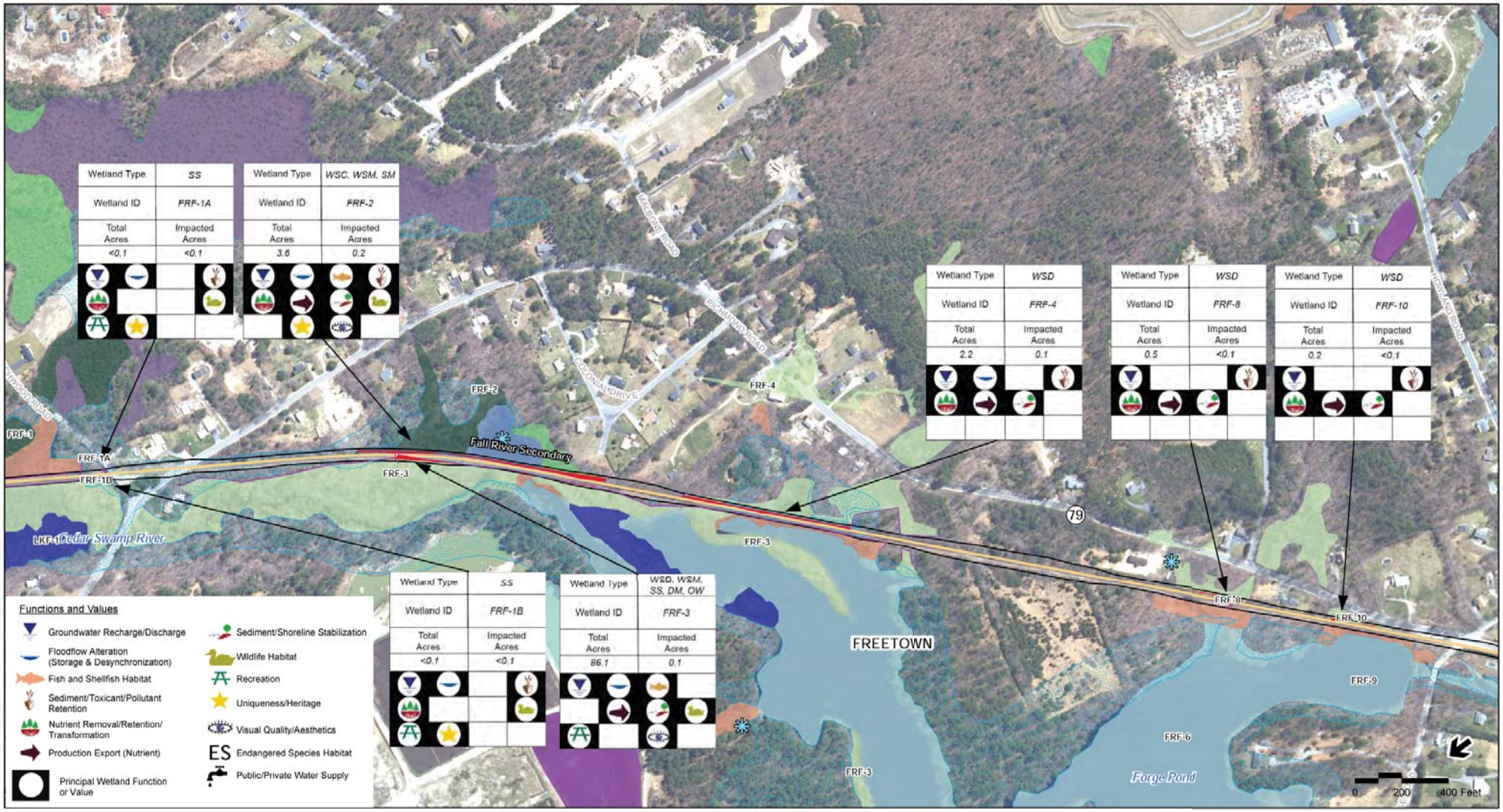


Figure 4.16-4a

Wetland Impacts
Fall River Secondary



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-4b

Wetland Impacts
Fall River Secondary



Figure 4.16-4c

Wetland Impacts
Fall River Secondary

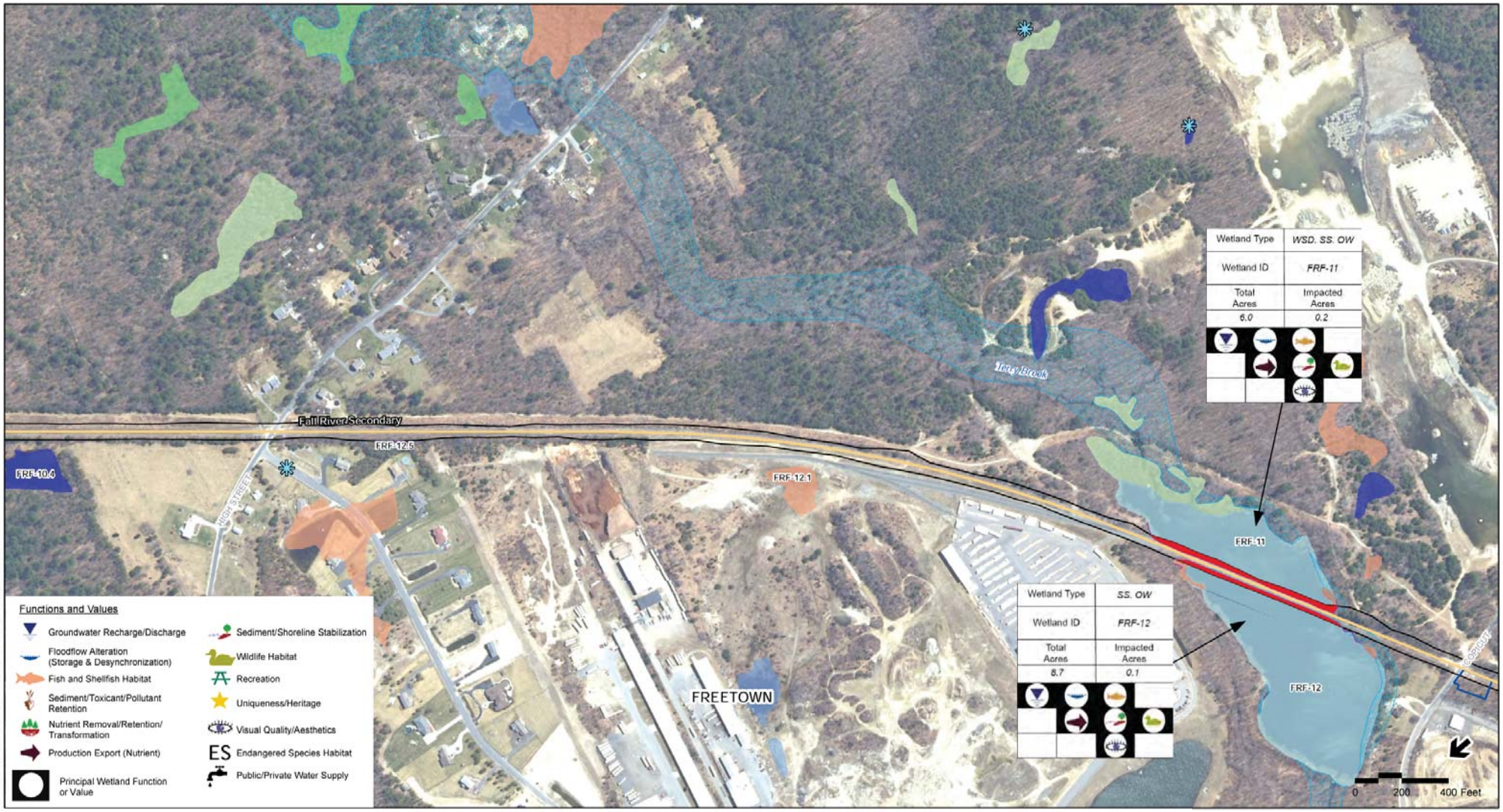


Figure 4.16-4d

Wetland Impacts
Fall River Secondary

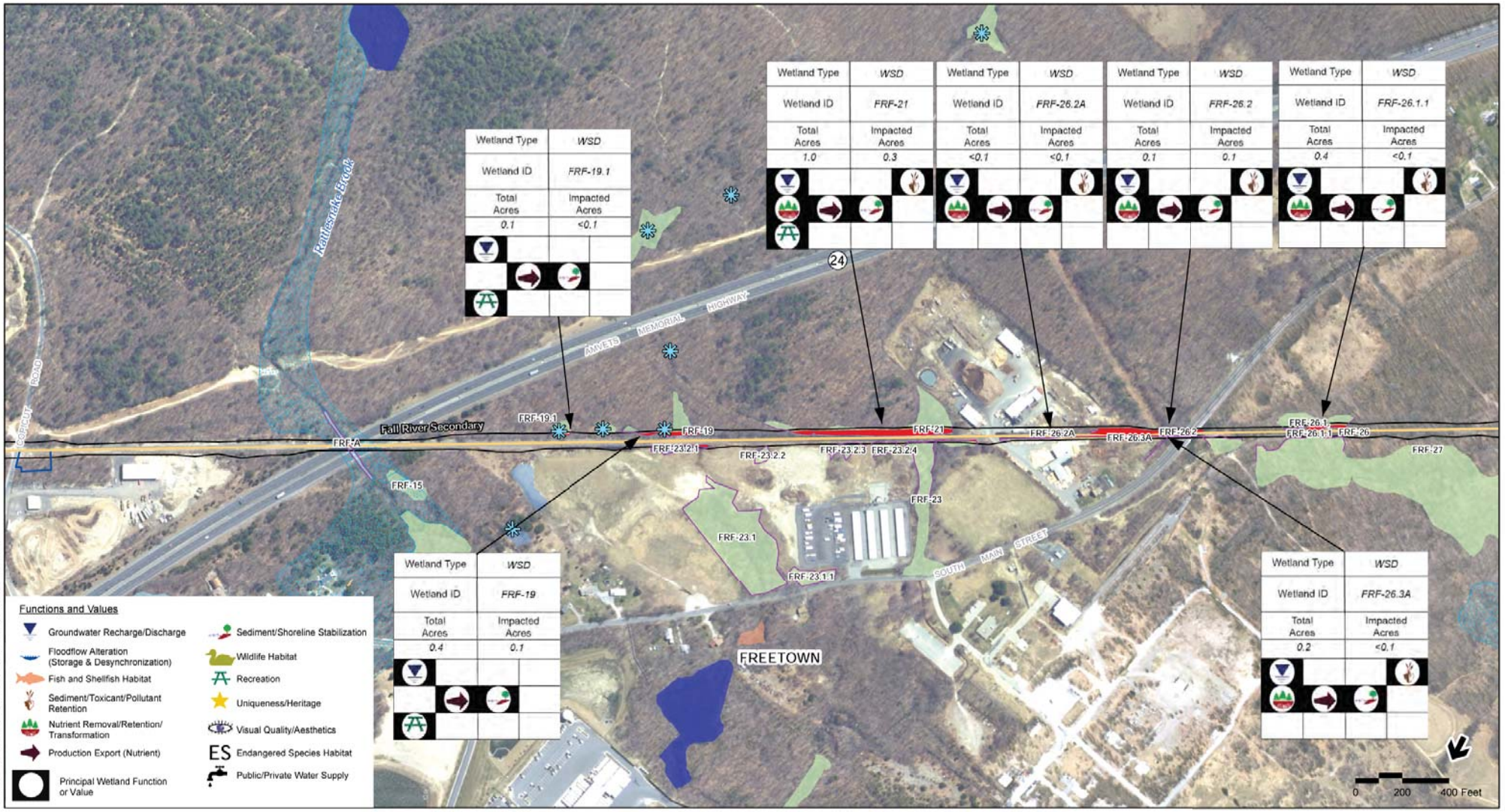


Figure 4.16-4e

Wetland Impacts
Fall River Secondary

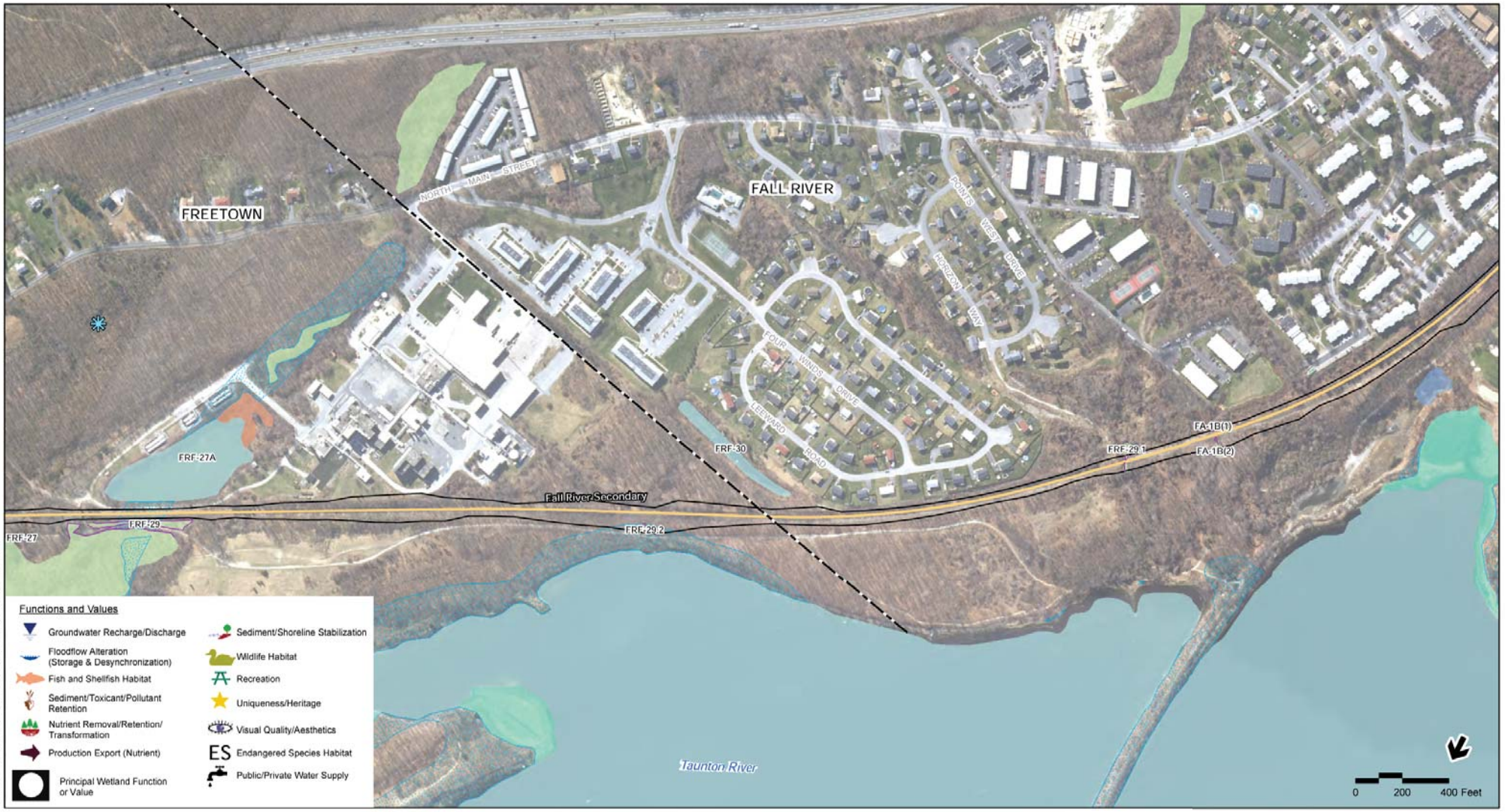


Figure 4.16-4f

Wetland Impacts
Fall River Secondary



Figure 4.16-4g

Wetland Impacts
Fall River Secondary



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-4h

Wetland Impacts
Fall River Secondary



Figure 4.16-4i

Wetland Impacts
Fall River Secondary



Legend

- MBTA Commuter Rail Station
- Town Boundaries
- South Coast Rail
- MBTA Commuter Rail
- Limit of Disturbance
- Traction Power Station
- BLSF - Bordering Land Subject to Flooding
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- SCR Identified Vernal Pools (Field Verified)

Note: NHESP Potential Vernal Pools: NOT equivalent to Certified Vernal Pools

Wetlands

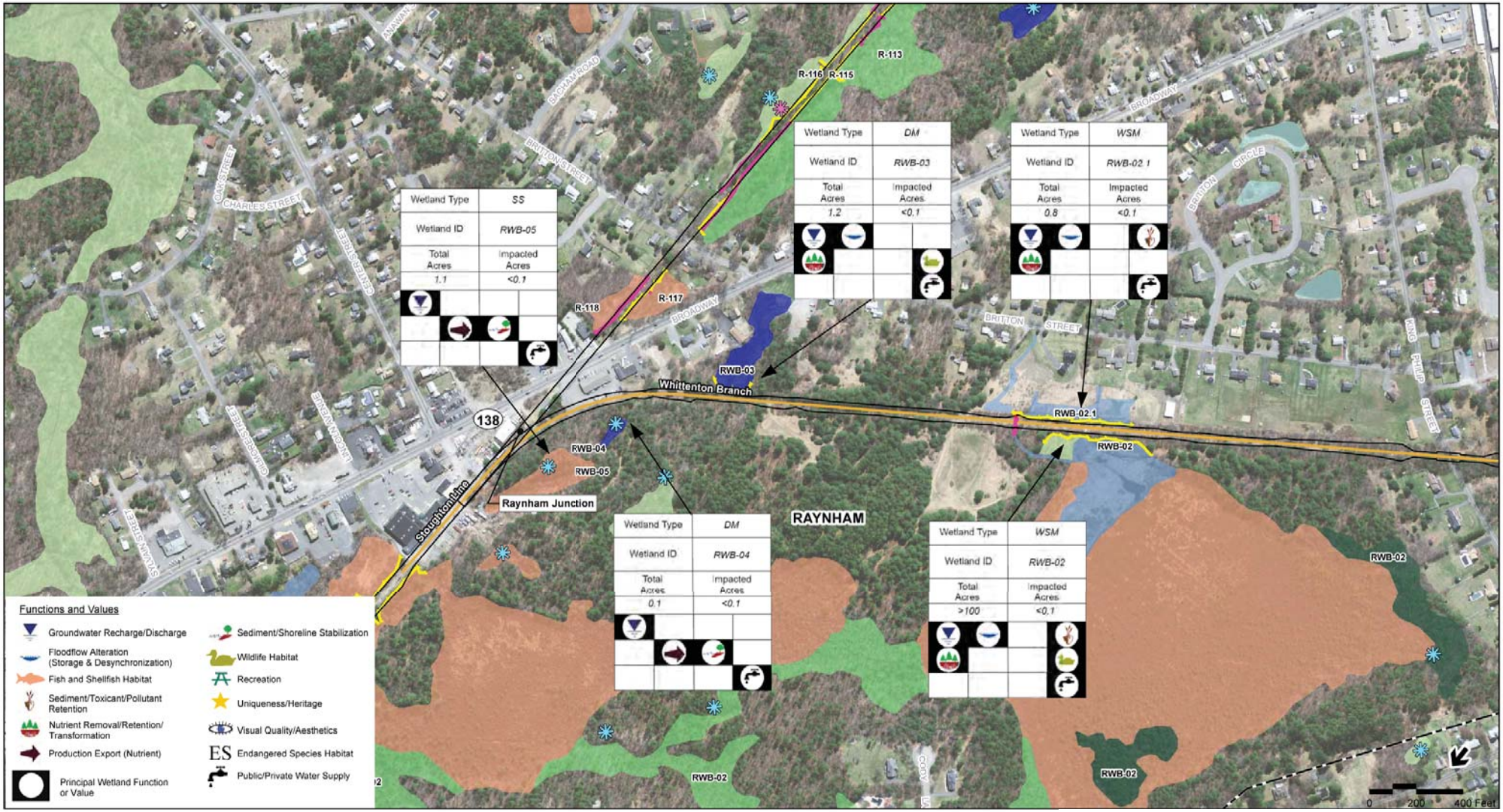
- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees
- Impacted Wetlands
- Wetland Delineation

Index Map



Figure 4.16-4j

Wetland Impacts
Fall River Secondary



Legend

- Proposed Alternative Alignment
- Proposed Rail Station
- Town Boundaries
- MBTA Commuter Rail
- Limit ofWork for Proposed Rail
- Delineated Wetland
- Delineated Waterway
- Impacted Wetlands
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- Field-Identified Potential Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

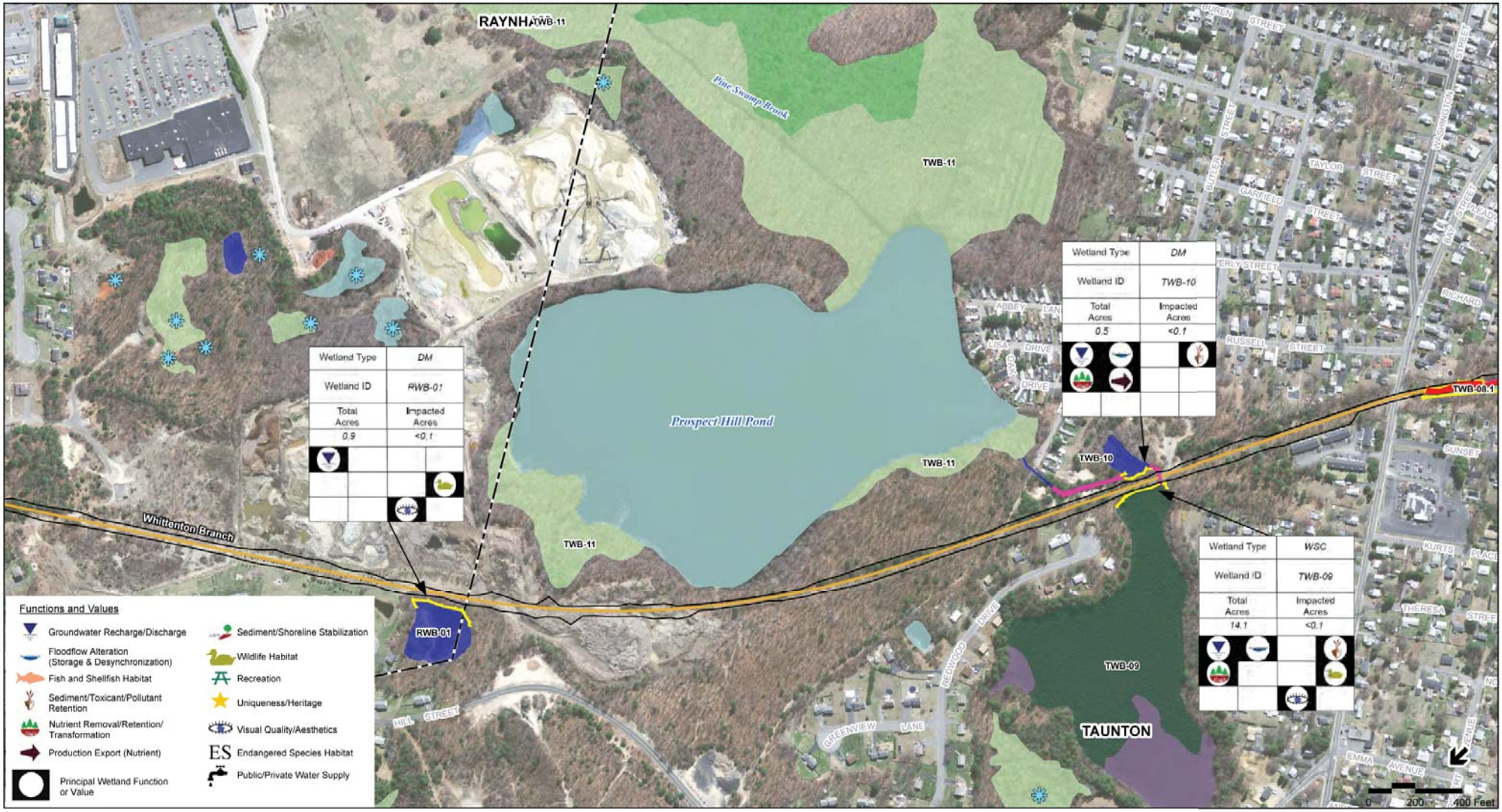
Index Map



Figure 4.16-5a

Whittenton Alternative
Raynham Junction to Weir Junction

Wetlands and Wetland Impacts



Legend

- Proposed Alternative Alignment
- Proposed Rail Station
- Town Boundaries
- MBTA Commuter Rail
- Limit ofWork for Proposed Rail
- Delineated Wetland
- Delineated Waterway
- Impacted Wetlands
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- Field-Identified Potential Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

Index Map

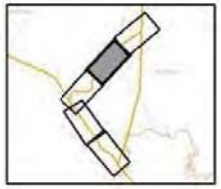


Figure 4.16-5b

Whittenton Alternative
Raynham Junction to Weir Junction

Wetlands and Wetland Impacts

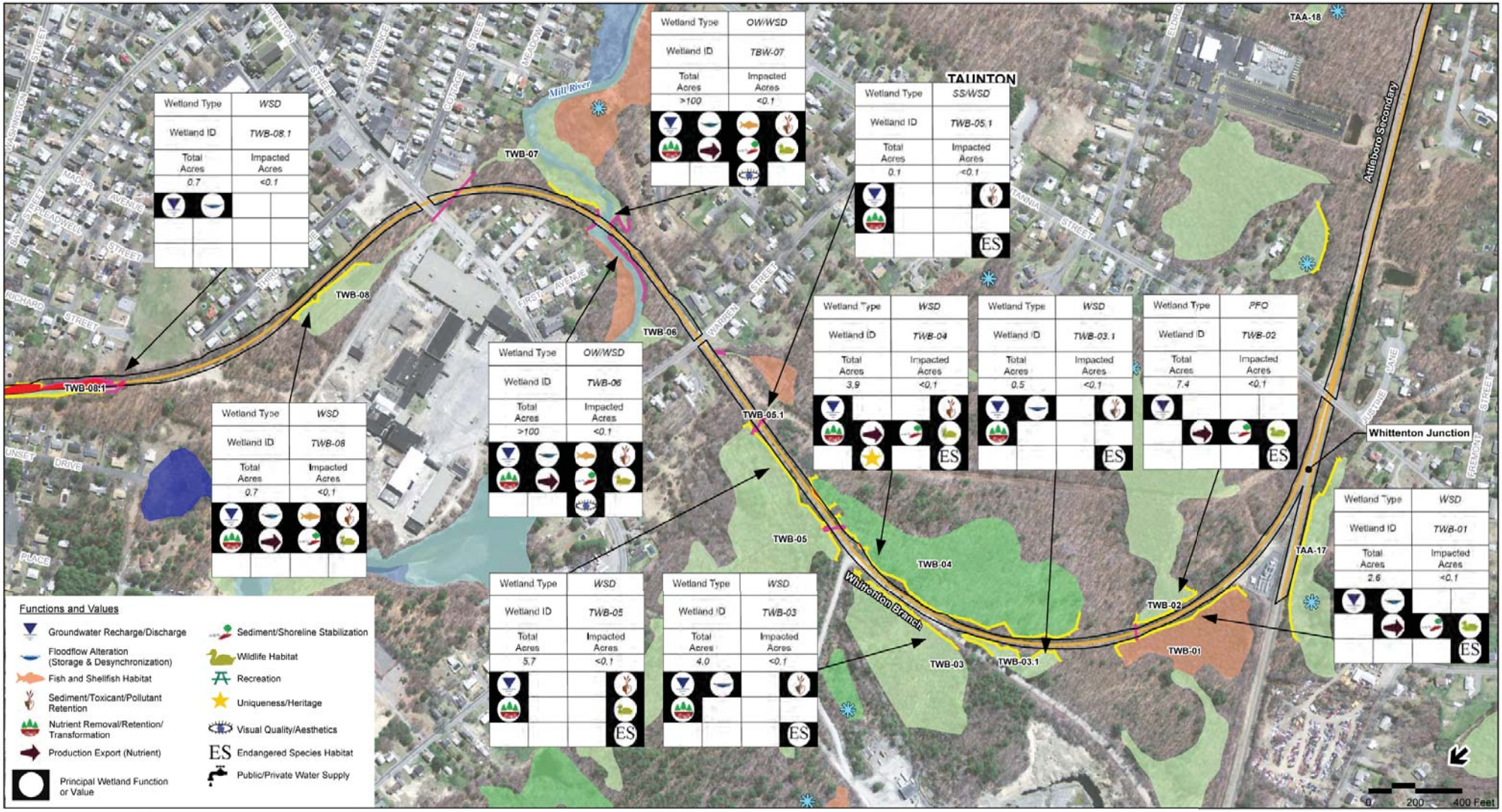


Figure 4.16-5c

Whittenton Alternative
Raynham Junction to Weir Junction

Wetlands and Wetland Impacts



Legend

- Proposed Alternative Alignment
- Proposed Rail Station
- Town Boundaries
- MBTA Commuter Rail
- Limit ofWork for Proposed Rail
- Delineated Wetland
- Delineated Waterway
- Impacted Wetlands
- NHESP Certified Vernal Pools
- NHESP Potential Vernal Pools
- Field-Identified Potential Vernal Pools

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

Index Map

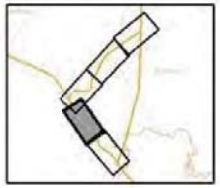


Figure 4.16-5d

Whittenton Alternative
Raynham Junction to Weir Junction

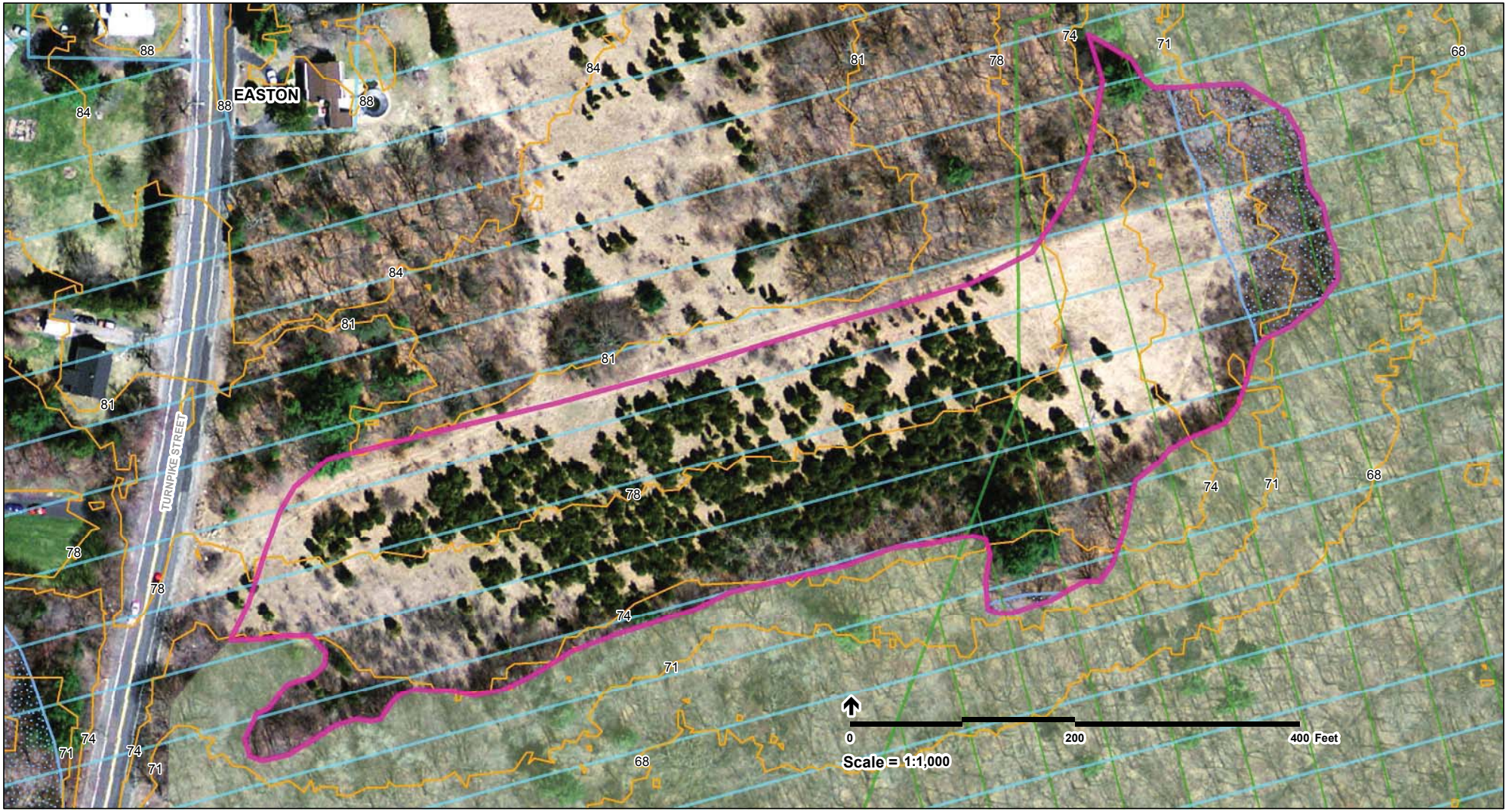
Wetlands and Wetland Impacts



Figure 4.16-5e

Whittenton Alternative
Raynham Junction to Weir Junction

Wetlands and Wetland Impacts



Printing Date: 11/8/2012
File: \\MABOS\projects\10111.00\GIS\project\FEIS\Wetlands\Wetland Mitigation\Site Selection\Site_A_Aerial.mxd

Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus
- Existing Elevation Contours
- Protected Open Space
- Priority Habitat of Rare Species
- Existing BLSF (Bordering Land Subject to Flooding)
- Proposed Wetland Creation Area
- 71 Existing Elevation

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

Locus Map

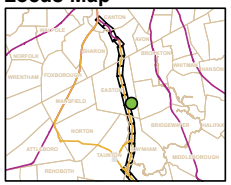
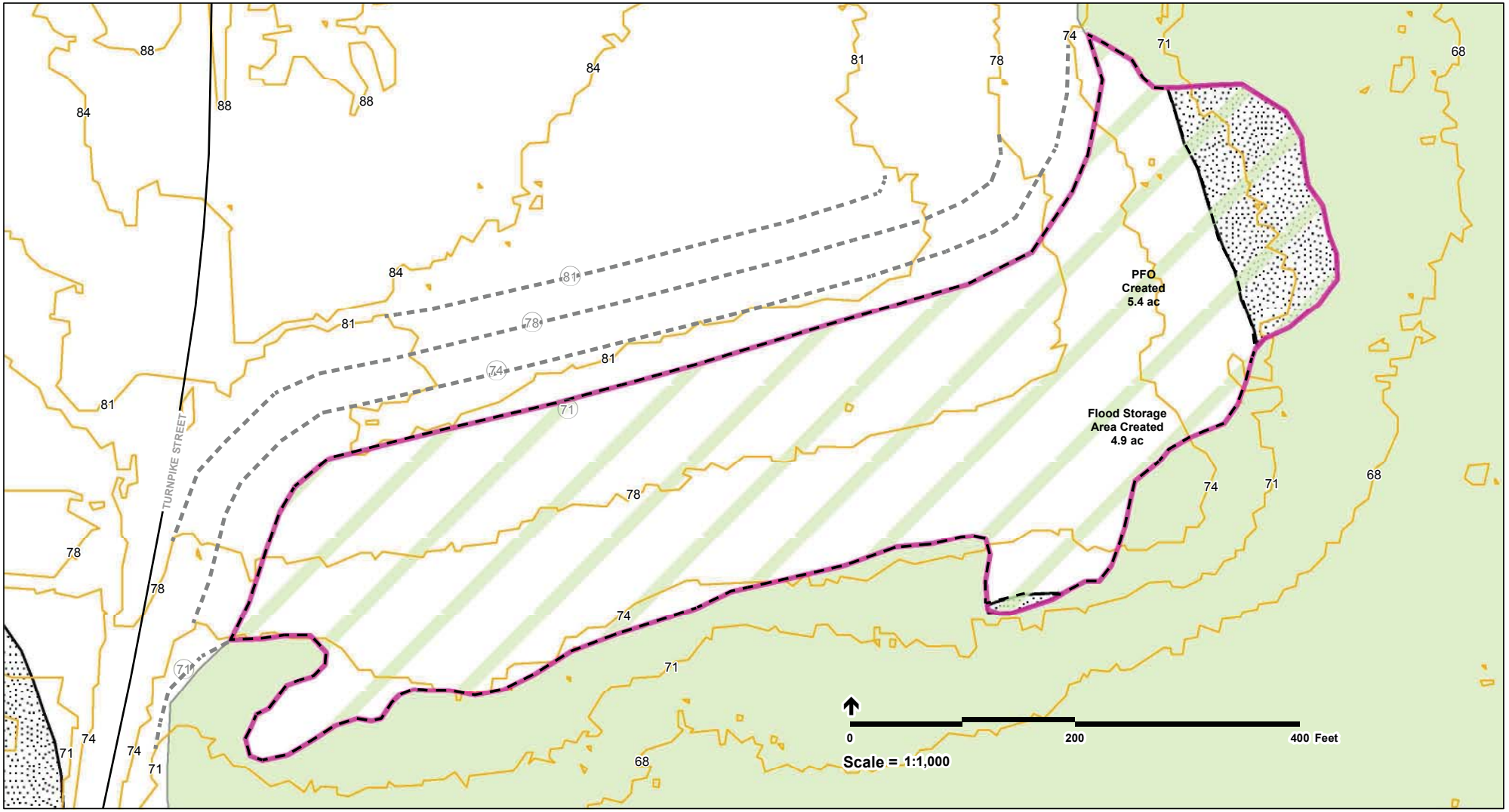


Figure 4.16-6

Proposed Mitigation Area
Site A
Existing Conditions



Printing Date: 11/12/2012
File: \\MABOS\projects\10111.00\GIS\project\FEIS\Wetlands\Wetland Mitigation\Site Selection\Site_A.mxd

Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

- Existing Elevation Contours
- Proposed Elevation Contours
- Existing BLSF - Bordering Land Subject to Flooding
- Proposed Wetland Creation Area
- 71 Existing Elevation
- (71) Proposed Elevation

- Extent of New Compensatory Flood Storage
- Extent of new PFO
- Extent of New PSS
- Extent of New PEM
- Extent of New OW

Locus Map

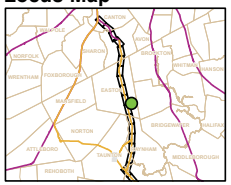


Figure 4.16-7

Proposed Mitigation Area
Site A
Mitigation Design Concept



Printing Date: 11/8/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus
- Existing Elevation Contours
- Protected Open Space
- Priority Habitat of Rare Species
- Existing BLSF (Bordering Land Subject to Flooding)
- Proposed Wetland Creation / Upland Restoration Area
- 71 Existing Elevation

Wetlands
- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

Vernal Pools
- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

Locus Map

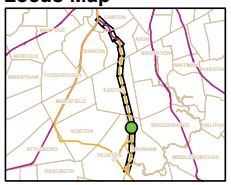
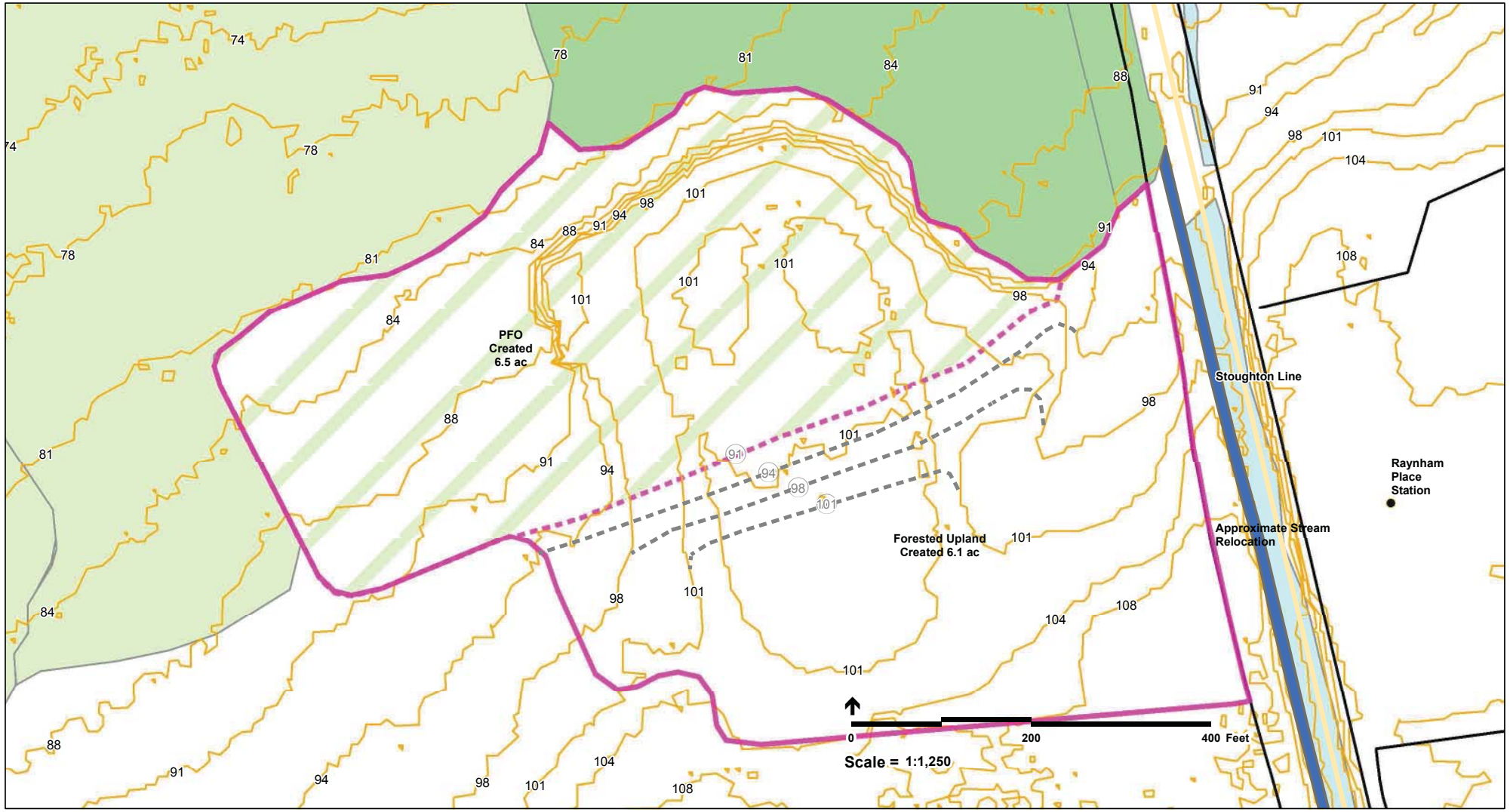


Figure 4.16-8

Proposed Mitigation Area
Site B
Existing Conditions



Printing Date: 11/12/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

- Existing Elevation Contours
- Proposed Elevation Contours
- Existing BLSF - Bordering Land Subject to Flooding
- Proposed Wetland Creation / Upland Restoration Area
- 71 Existing Elevation
- (71) Proposed Elevation

- Extent of New Compensatory Flood Storage
- Extent of new PFO
- Extent of New PSS
- Extent of New PEM
- Extent of New OW

Locus Map

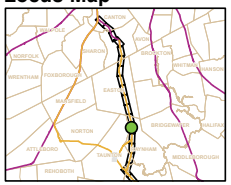
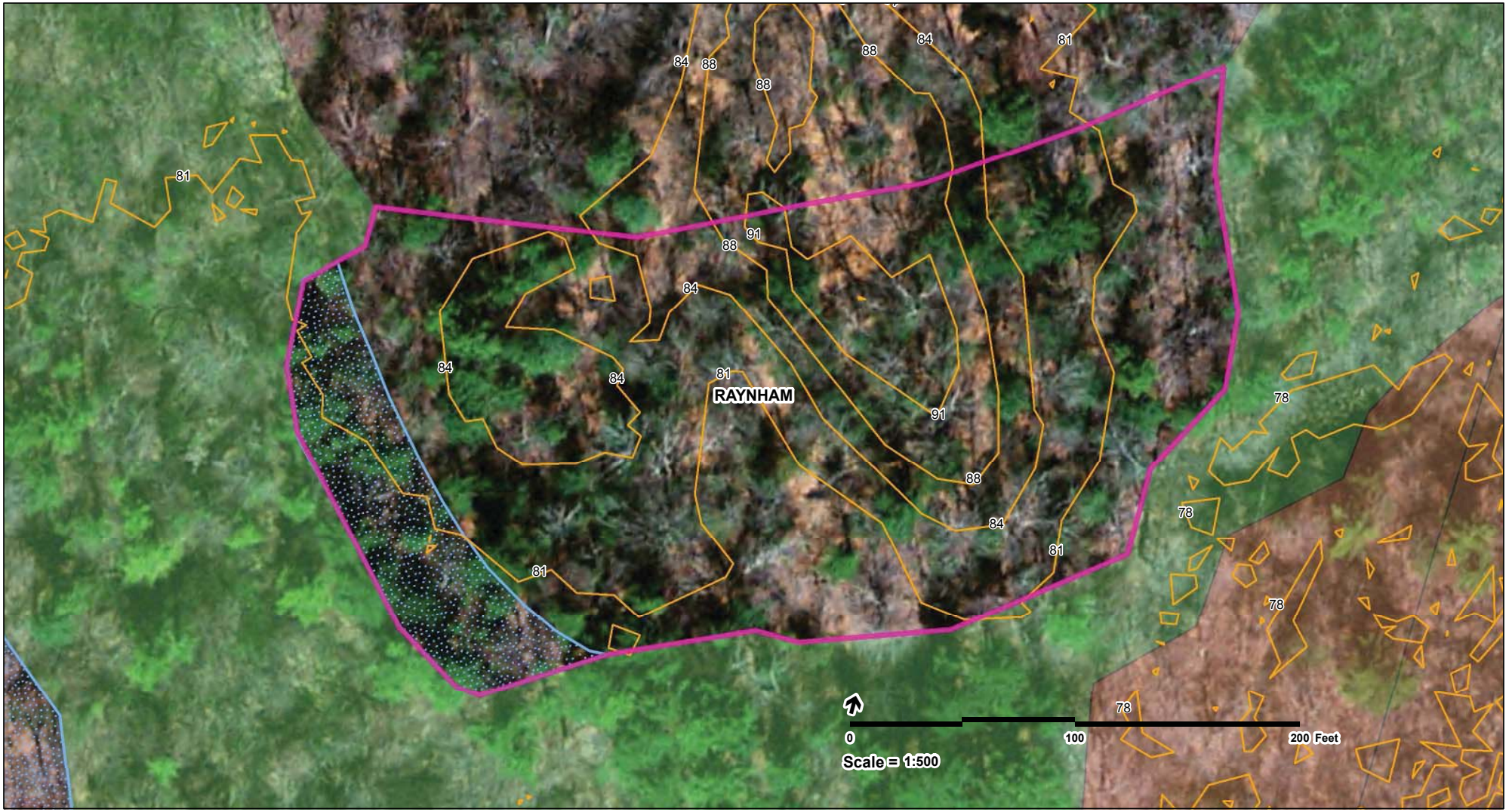


Figure 4.16-9

Proposed Mitigation Area
Site B
Mitigation Design Concept



Printing Date: 11/8/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus
- Existing Elevation Contours
- Protected Open Space
- Priority Habitat of Rare Species
- Existing BLSF (Bordering Land Subject to Flooding)
- Proposed Wetland Creation Area
- 71 Existing Elevation

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

Locus Map

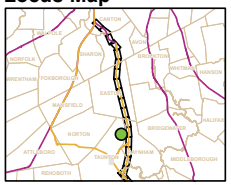
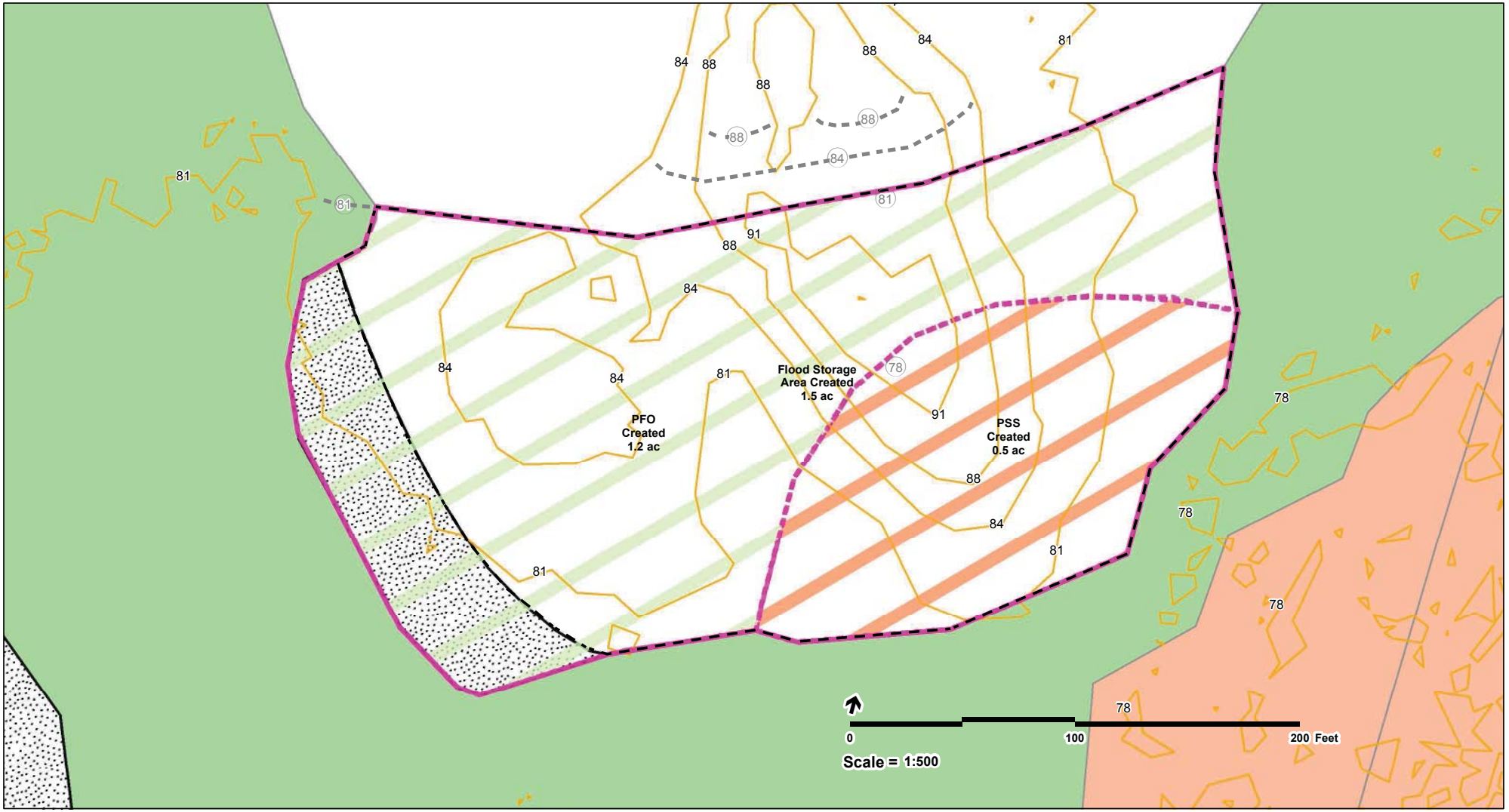


Figure 4.16-10

Proposed Mitigation Area
Site C
Existing Conditions



Printing Date: 11/8/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

- Existing Elevation Contours
- Proposed Elevation Contours
- Existing BLSF - Bordering Land Subject to Flooding
- Proposed Wetland Creation Area
- 71 Existing Elevation
- (71) Proposed Elevation

- Extent of New Compensatory Flood Storage
- Extent of new PFO
- Extent of New PSS
- Extent of New PEM
- Extent of New OW

Locus Map

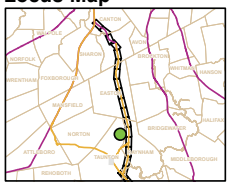
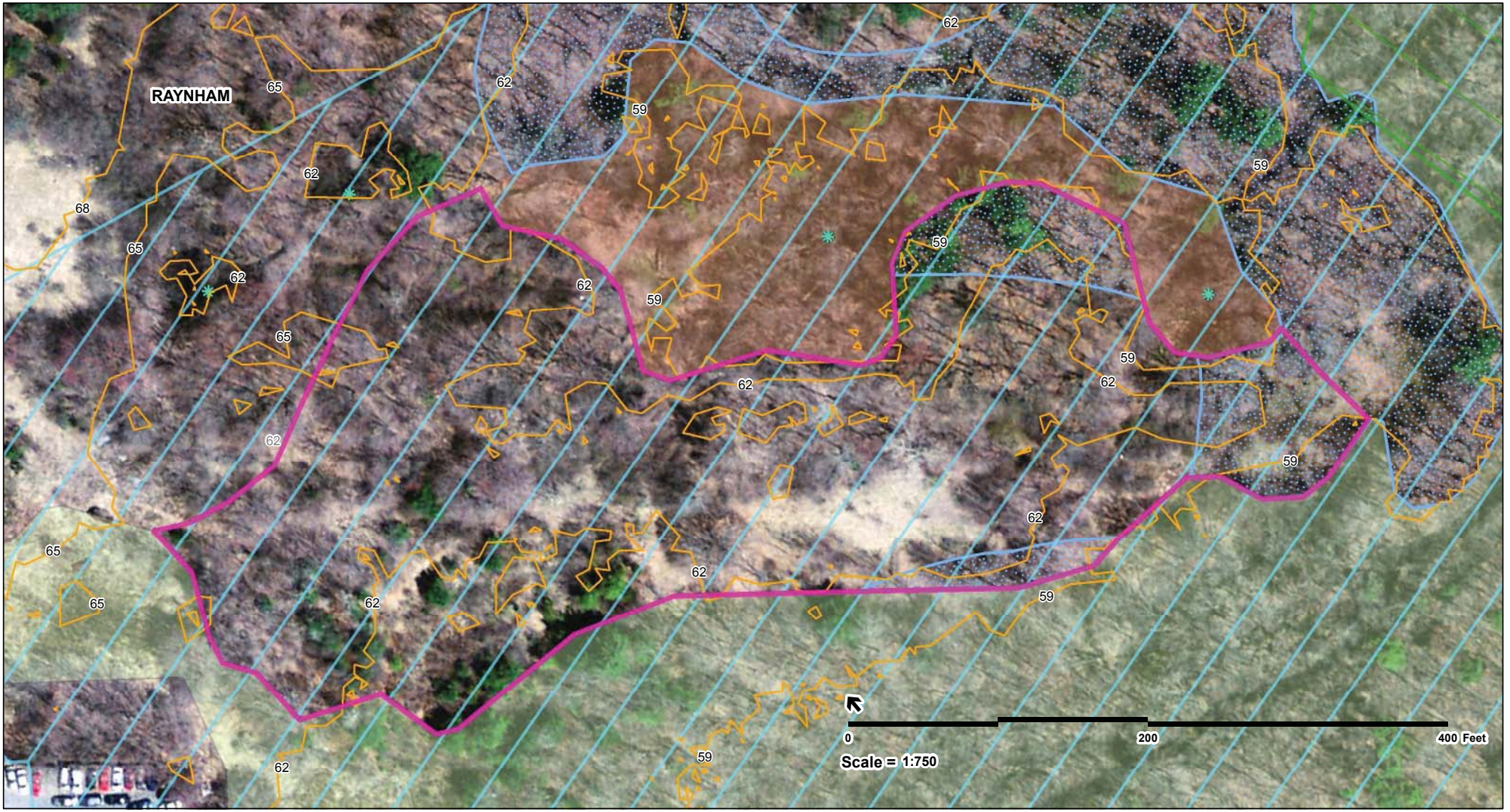


Figure 4.16-11

Proposed Mitigation Area
Site C
Mitigation Design Concept



Printing Date: 11/8/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus
- Existing Elevation Contours
- Protected Open Space
- Priority Habitat of Rare Species
- Existing BLSF (Bordering Land Subject to Flooding)
- Proposed Wetland Creation Area
- 71 Existing Elevation

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

Locus Map

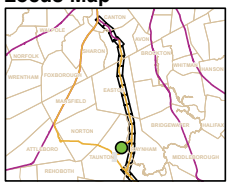
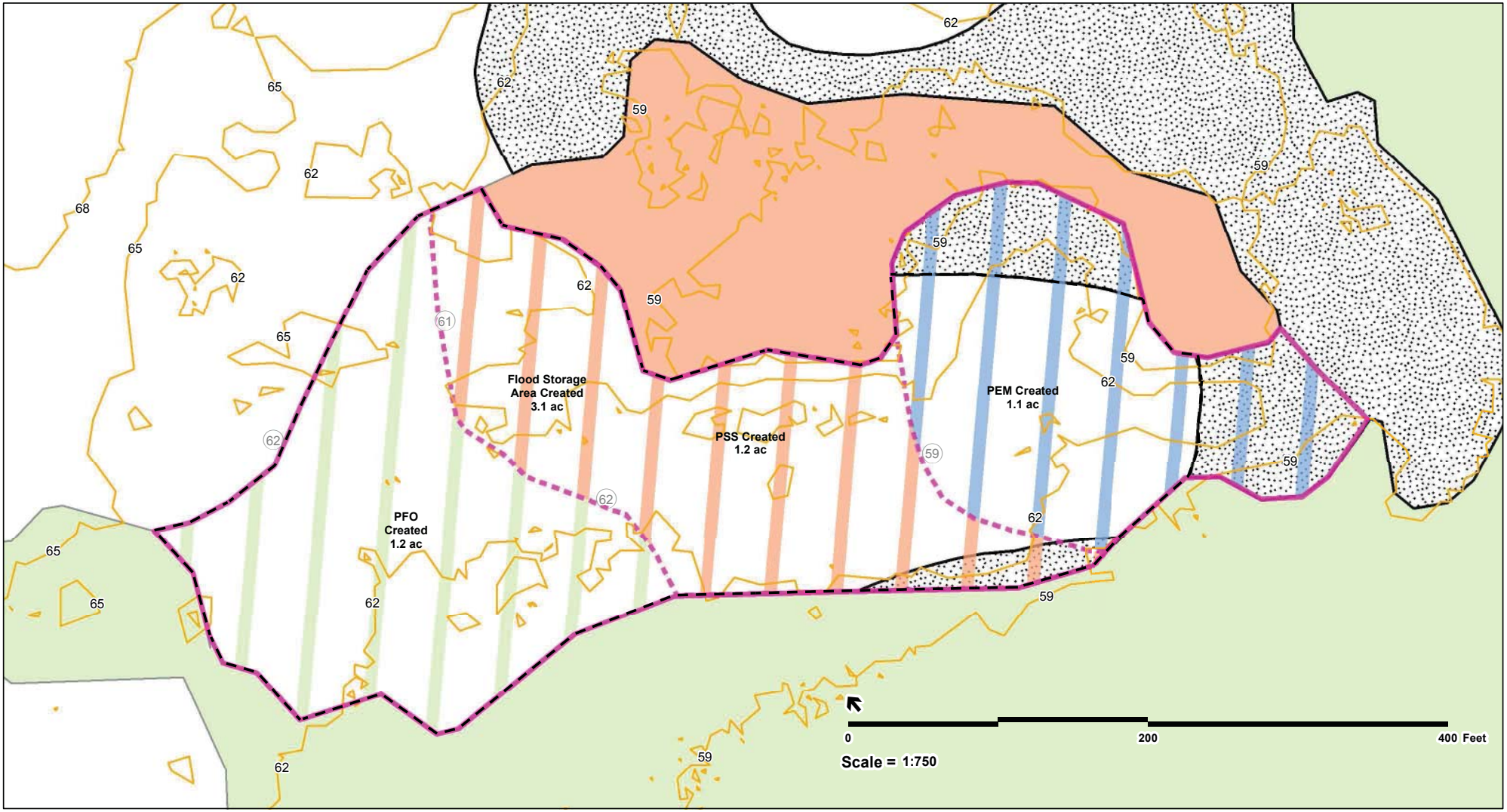


Figure 4.16-12

Proposed Mitigation Area
Site D
Existing Conditions



Printing Date: 11/8/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

- Existing Elevation Contours
- Proposed Elevation Contours
- Existing BLSF - Bordering Land Subject to Flooding
- Proposed Wetland Creation Area
- 71 Existing Elevation
- (71) Proposed Elevation

- Extent of New Compensatory Flood Storage
- Extent of new PFO
- Extent of New PSS
- Extent of New PEM
- Extent of New OW

Locus Map

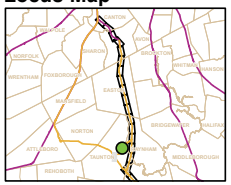
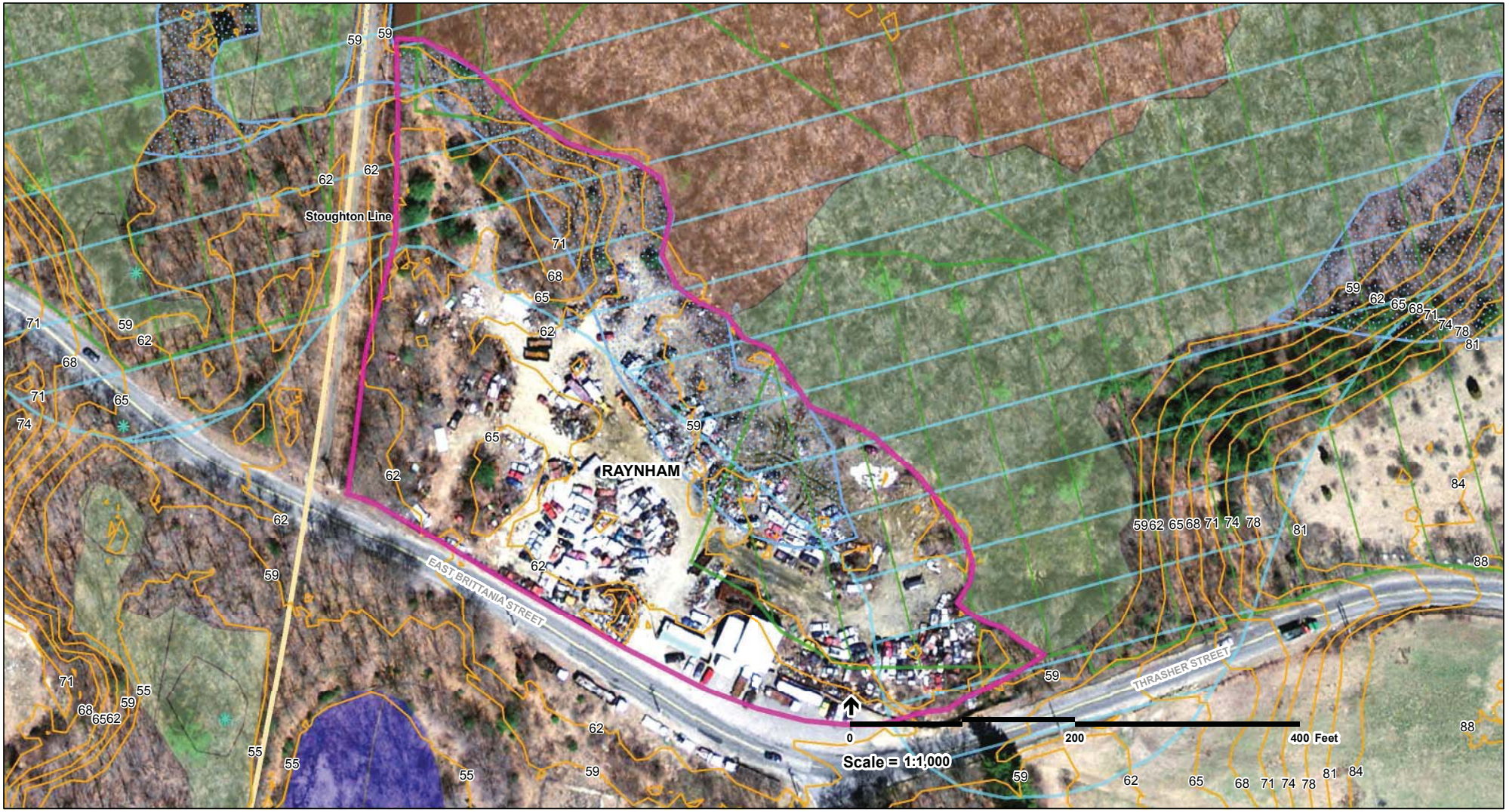


Figure 4.16-13

Proposed Mitigation Area
Site D
Proposed Mitigation Concept



Printing Date: 11/8/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus
- Existing Elevation Contours
- Protected Open Space
- Priority Habitat of Rare Species
- Existing BLSF (Bordering Land Subject to Flooding)
- Proposed Wetland Creation Area
- 71 Existing Elevation

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

Locus Map

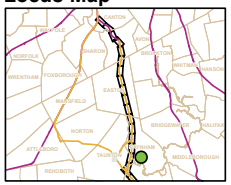
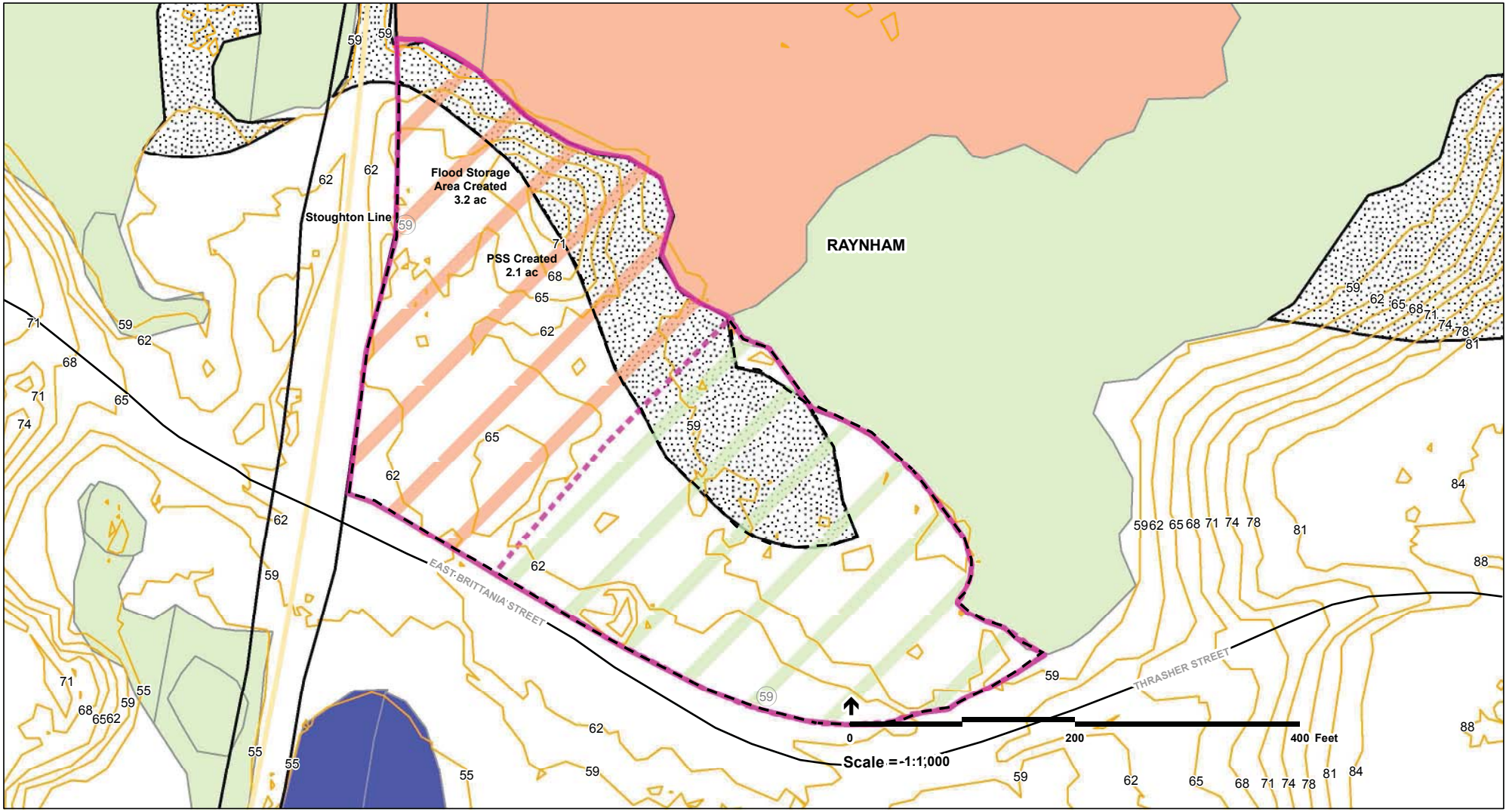


Figure 4.16-14

Proposed Mitigation Area
Site E
Existing Conditions



Printing Date: 11/12/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

- Existing Elevation Contours
- Proposed Elevation Contours
- Existing BLSF - Bordering Land Subject to Flooding
- Proposed Wetland Creation Area
- 71 Existing Elevation
- (71) Proposed Elevation

- Extent of New Compensatory Flood Storage
- Extent of new PFO
- Extent of New PSS
- Extent of New PEM
- Extent of New OW

Locus Map

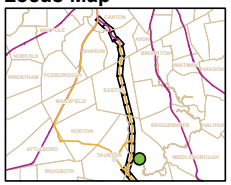


Figure 4.16-15

Proposed Mitigation Area
Site E
Mitigation Design Concept



Printing Date: 11/8/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus
- Existing Elevation Contours
- Protected Open Space
- Priority Habitat of Rare Species
- Existing BLSF (Bordering Land Subject to Flooding)
- Proposed Wetland Creation Area
- 71 Existing Elevation

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

Vernal Pools

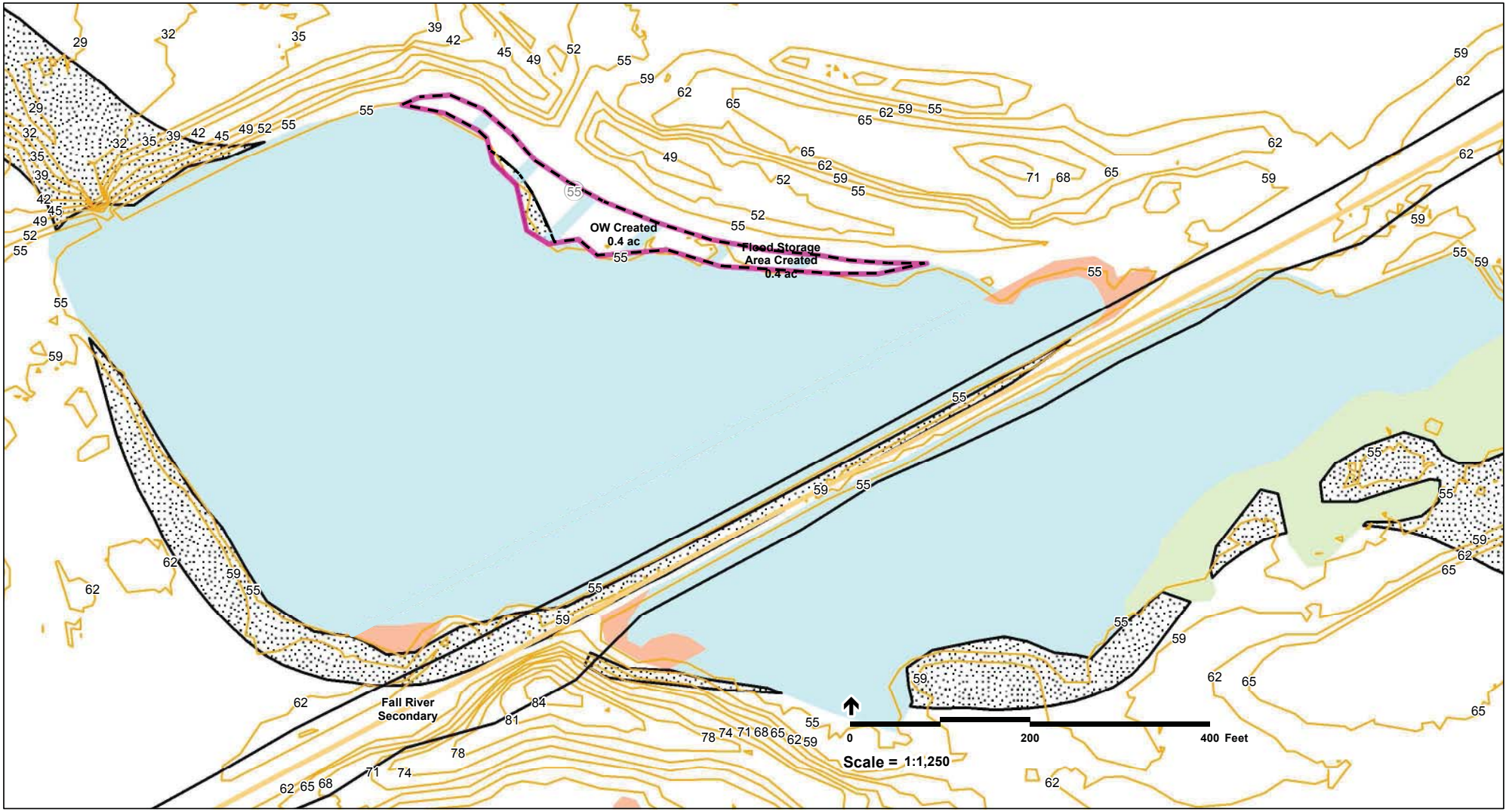
- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

Locus Map



Figure 4.16-16

Proposed Mitigation Area
Site F - Terry Brook Pond
Existing Conditions



Printing Date: 11/12/2012
File: \\MABOS\projects\10111.00\GIS\project\FEIS\Wetlands\Wetland Mitigation\Site Selection\Site_F.mxd

Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
- Shrub Swamp
- Wooded Swamp Coniferous
- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

- Existing Elevation Contours
- Proposed Elevation Contours
- Existing BLSF - Bordering Land Subject to Flooding
- Proposed Wetland Creation Area
- 71 Existing Elevation
- (71) Proposed Elevation

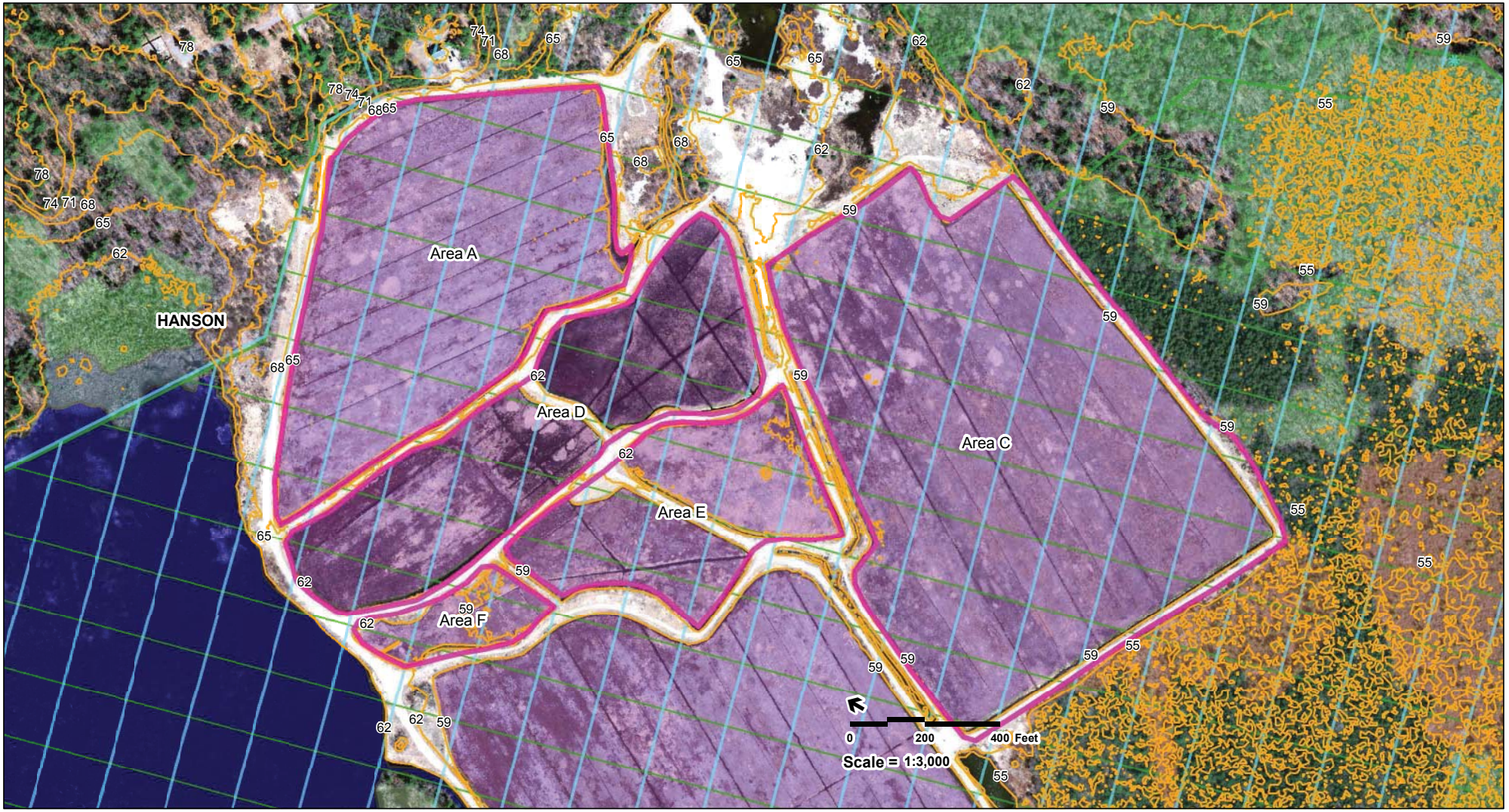
- Extent of New Compensatory Flood Storage
- Extent of new PFO
- Extent of New PSS
- Extent of New PEM
- Extent of New OW

Locus Map



Figure 4.16-17

Proposed Mitigation Area
Site F - Terry Brook Pond
Mitigation Design Concept



Printing Date: 11/8/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus
- Existing Elevation Contours
- Protected Open Space
- Priority Habitat of Rare Species
- Existing BLSF (Bordering Land Subject to Flooding)
- Proposed Wetland Creation Area
- 71 Existing Elevation

Wetlands

- Open Water
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- Cranberry Bog
- Other
- Deep Marsh
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- Wooded Swamp Deciduous
- Wooded Swamp Mixed Trees

Vernal Pools

- NHESP Certified Vernal Pool
- NHESP Potential Vernal Pool
- Field-verified Vernal Pool

Locus Map

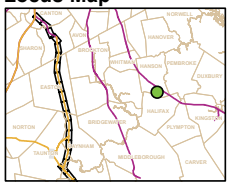
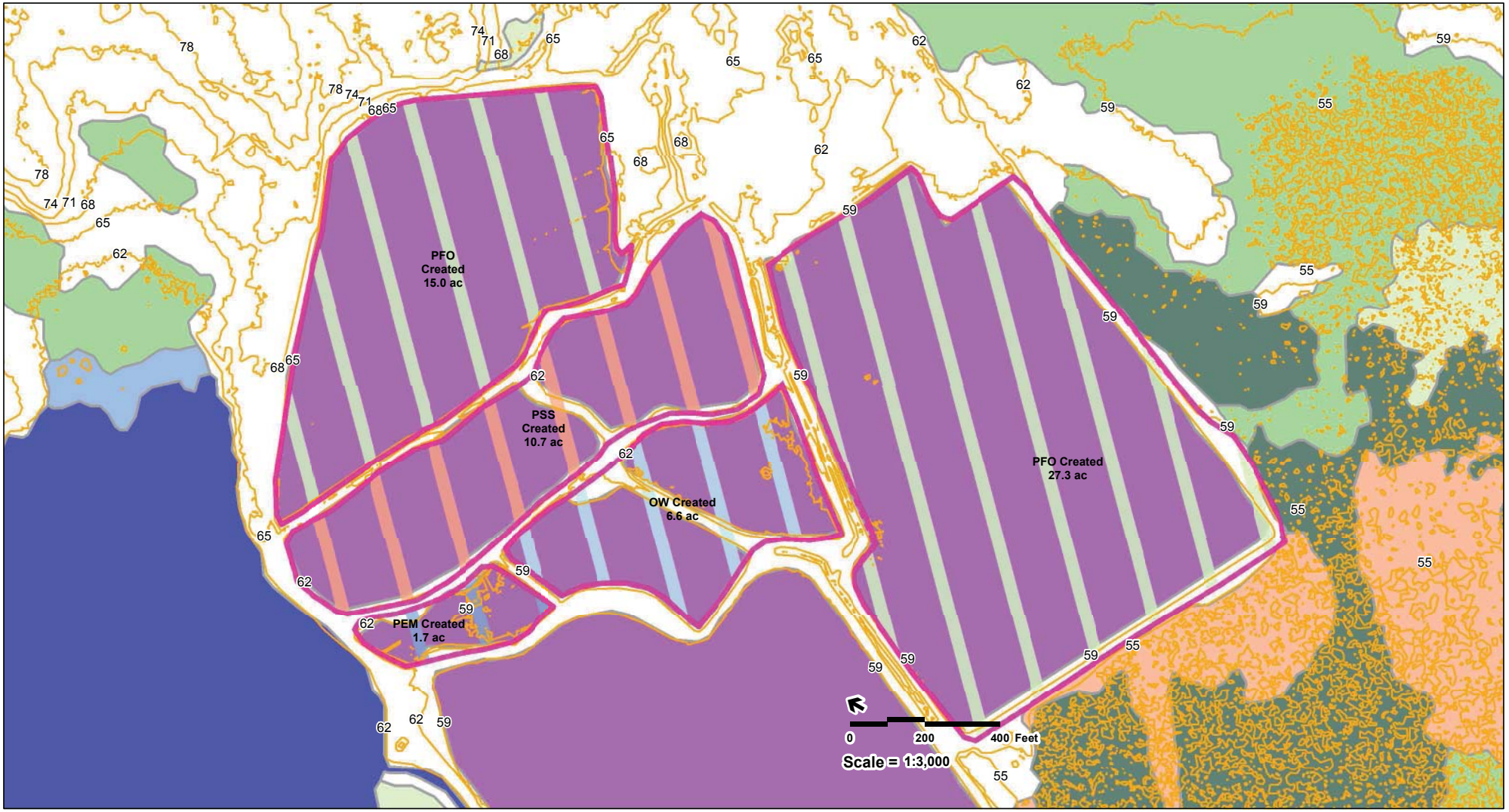


Figure 4.16-18

Proposed Mitigation Area
Site G - Burrage Pond WMA
Existing Conditions



Printing Date: 11/8/2012
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Legend

- MBTA Commuter Rail Station
- Town Boundaries
- Stoughton Alternative
- MBTA Commuter Rail
- Site Locus

Wetlands

- Open Water
- Bog
- Cranberry Bog
- Other
- Deep Marsh
- Salt Marsh
- Shallow Marsh Meadow or Fen
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- Wooded Swamp Deciduous
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- Extent of new PFO
- Extent of New PSS
- Extent of New PEM
- Extent of New OW

Locus Map

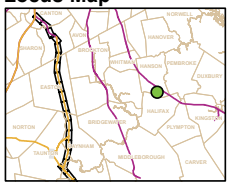
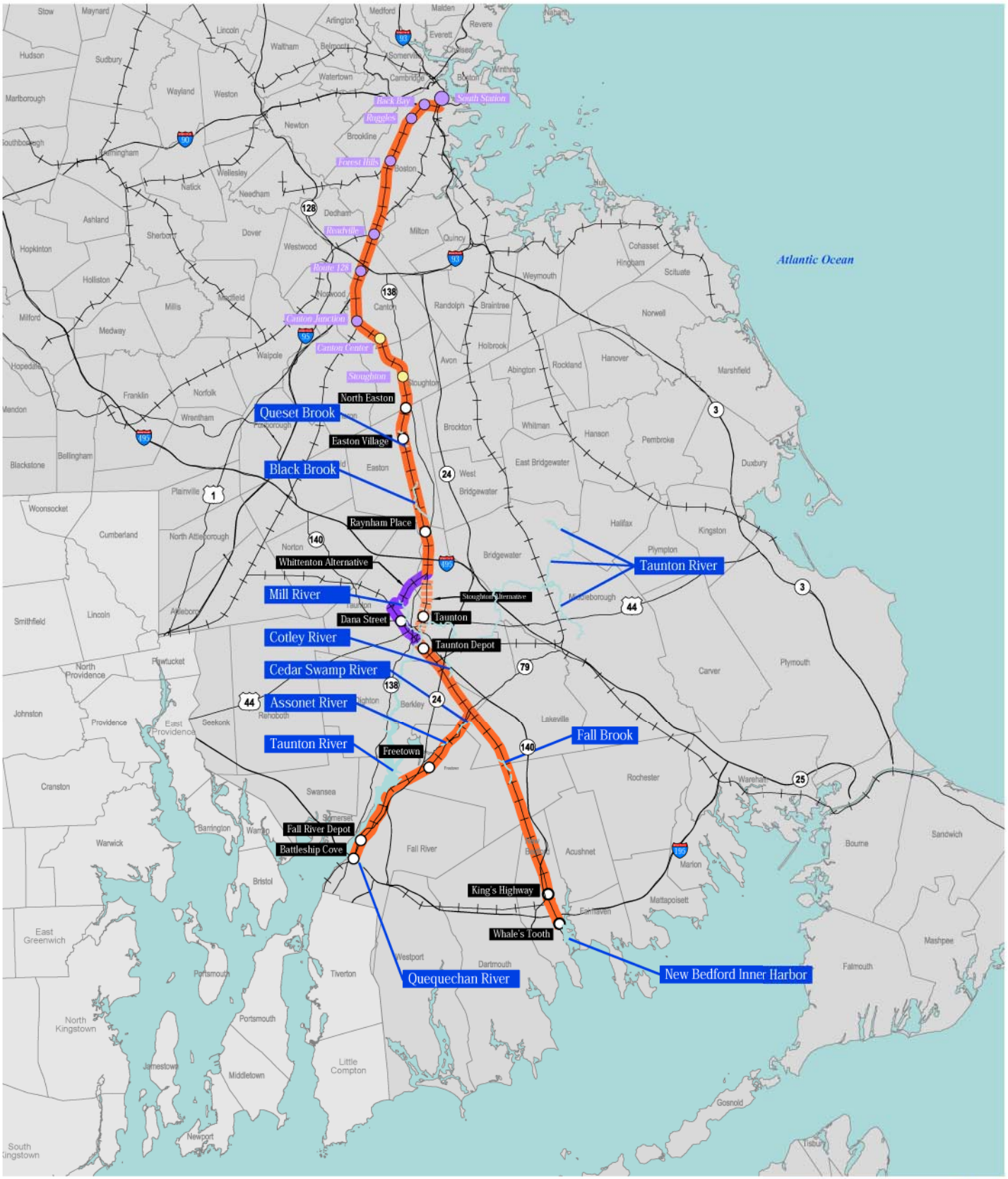


Figure 4.16-19

Proposed Mitigation Area
Site G - Burrage Pond WMA
Proposed Mitigation Concept



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Figure 4.17-1

Major Water Bodies





Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map



Figure 4.17-2a
All Rail Alternatives
New Bedford Main Line (Sheet 1 of 5)



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
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- Limit of Permanent Impact for Proposed Rail
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- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

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Index Map

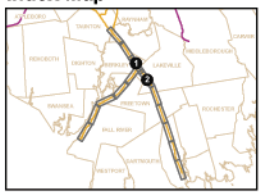
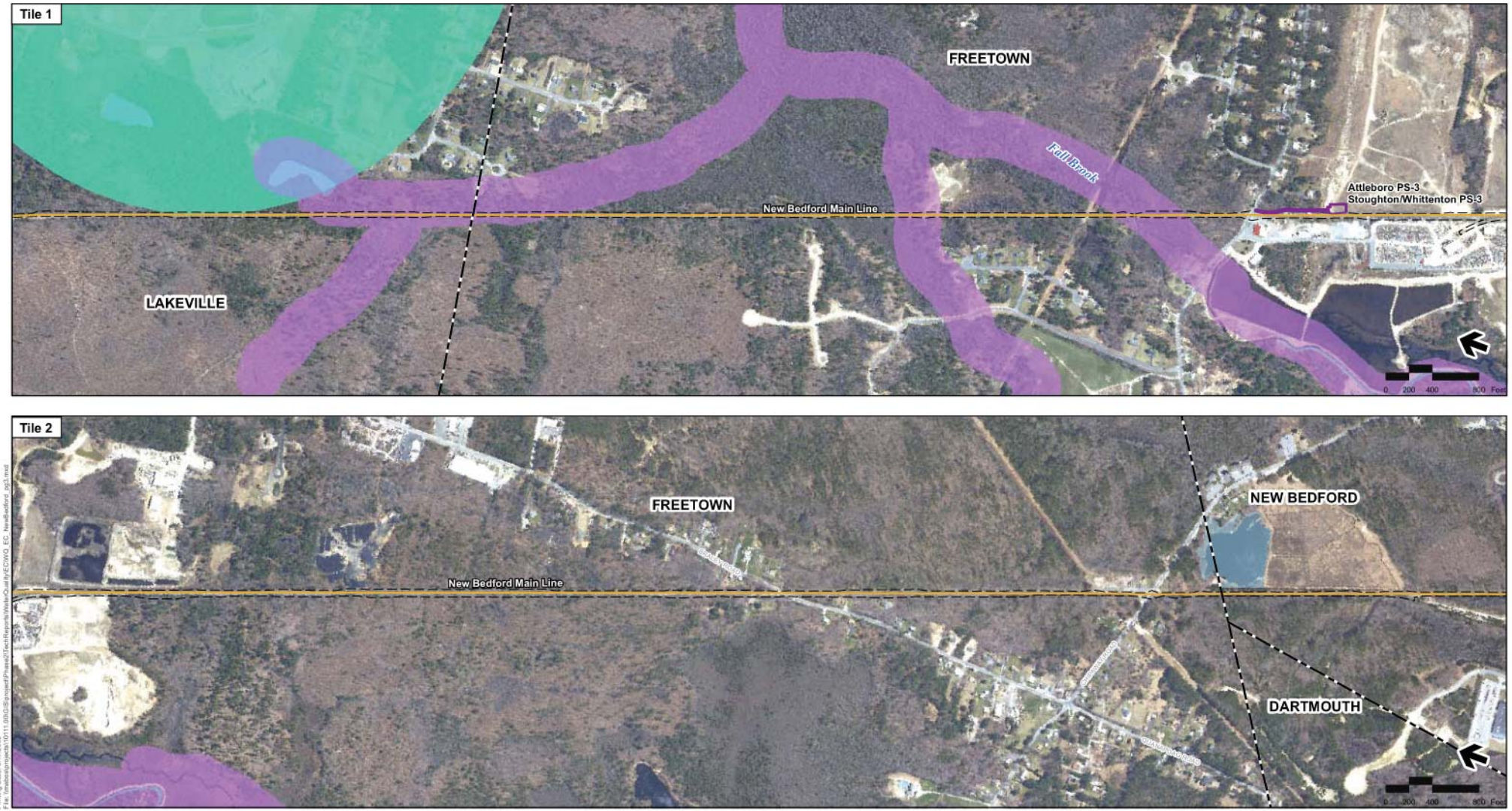


Figure 4.17-2b
All Rail Alternatives
New Bedford Main Line (Sheet 2 of 5)



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
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- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map



Figure 4.17-2c
All Rail Alternatives
New Bedford Main Line (Sheet 3 of 5)

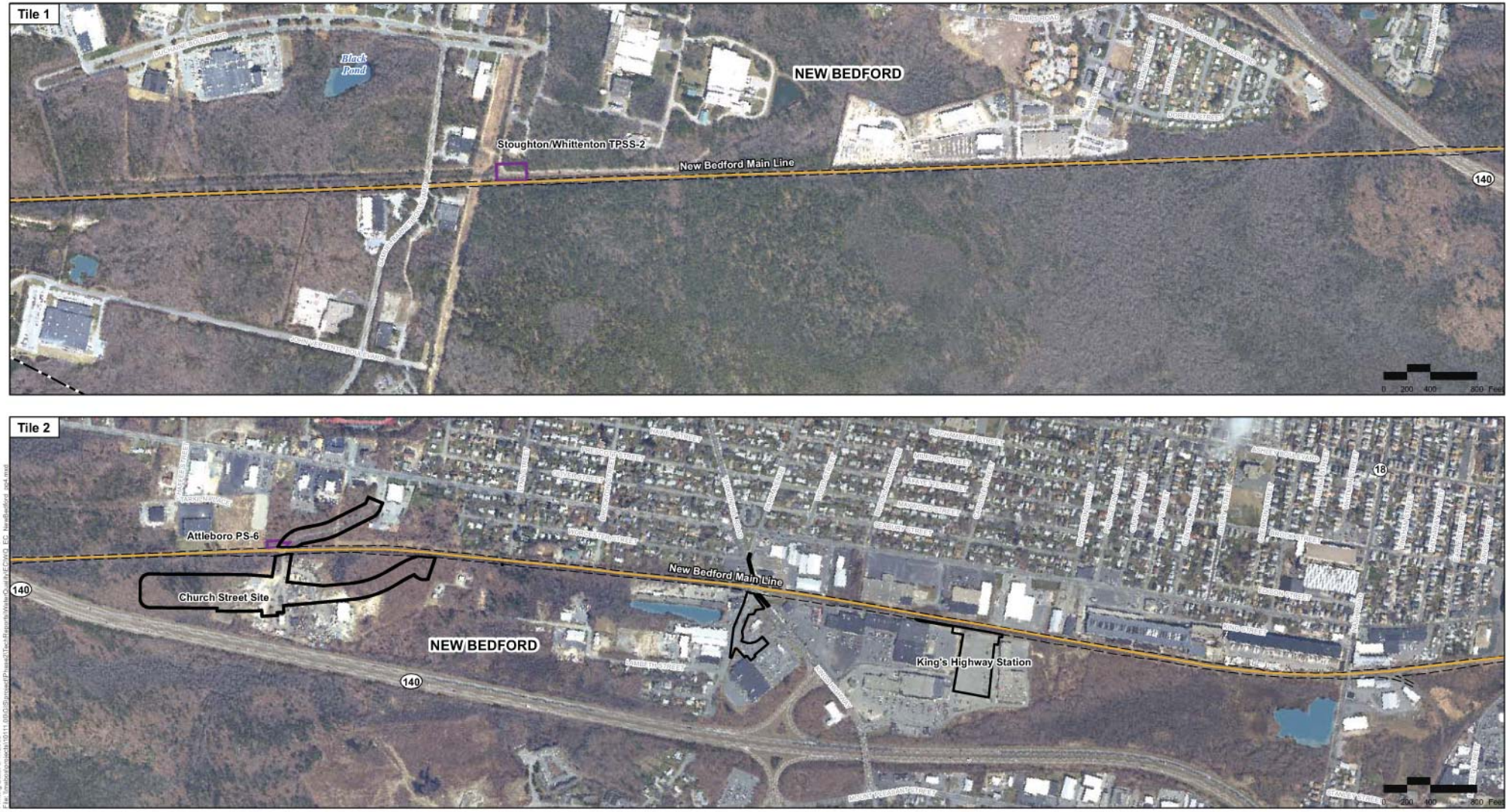


Figure 4.17-2d
All Rail Alternatives
New Bedford Main Line (Sheet 4 of 5)



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Legend

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- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
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- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map



Figure 4.17-2e
All Rail Alternatives
New Bedford Main Line (Sheet 5 of 5)





Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
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- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map



Figure 4.17-3a
All Rail Alternatives
Fall River Secondary (Sheet 1 of 3)



Printing Date: 6/16/2009
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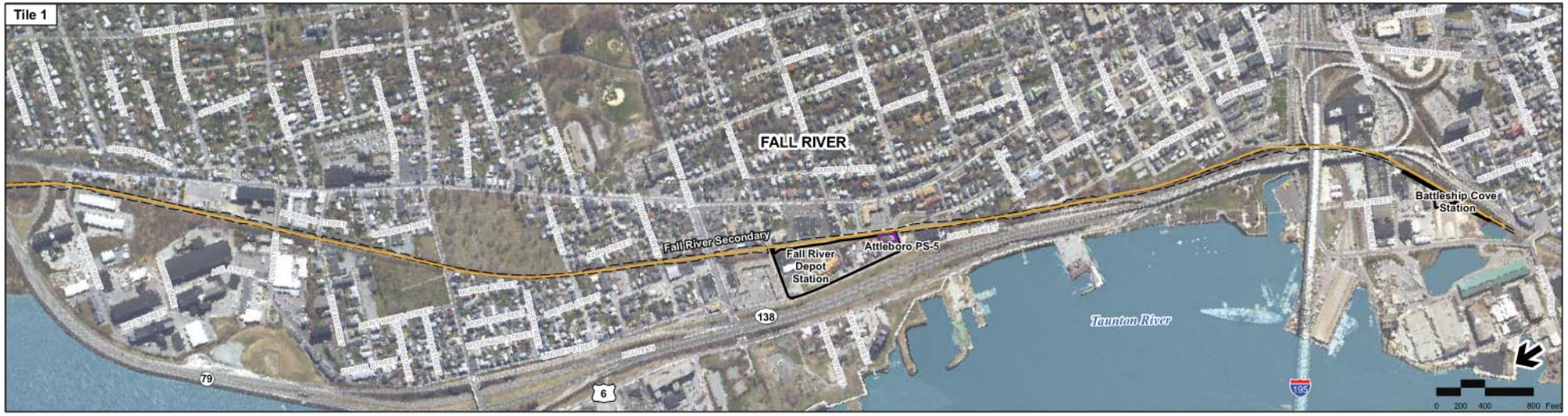
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- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
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- Zone I (400ft buffer of Public Water Supplies)
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- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map



Figure 4.17-3b
All Rail Alternatives
Fall River Secondary (Sheet 2 of 3)



Printing Date: 6/16/2009
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Legend

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- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Open Water
- Public Water Supply Well
- Zone I (400ft buffer of Public Water Supplies)
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- Zone A Surface Water Supply Protection Areas

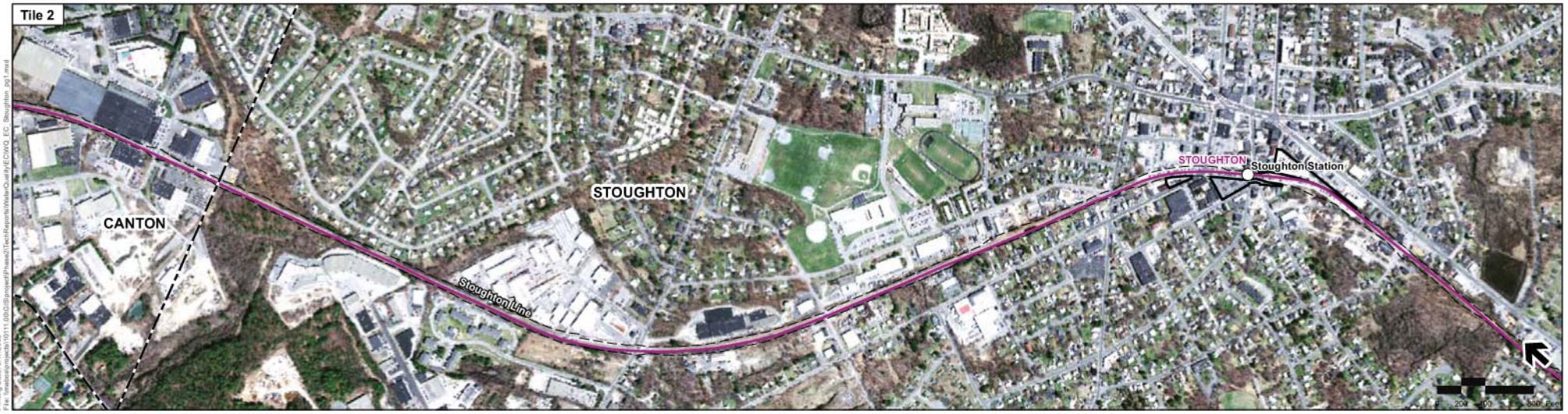
* Traction power stations are only required for electric rail alternative

Index Map



Figure 4.17-3c
All Rail Alternatives
Fall River Secondary (Sheet 3 of 3)





Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
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- Zone II DEP Wellhead Protection Areas
- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

* Traction power stations are only required for electric rail alternative

Index Map

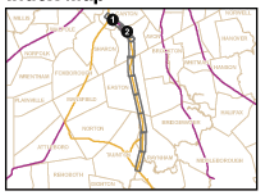


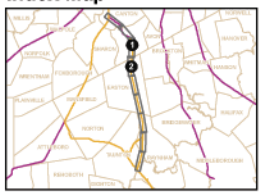
Figure 4.17-4a
Stoughton Alternative
Stoughton Line (Sheet 1 of 5)



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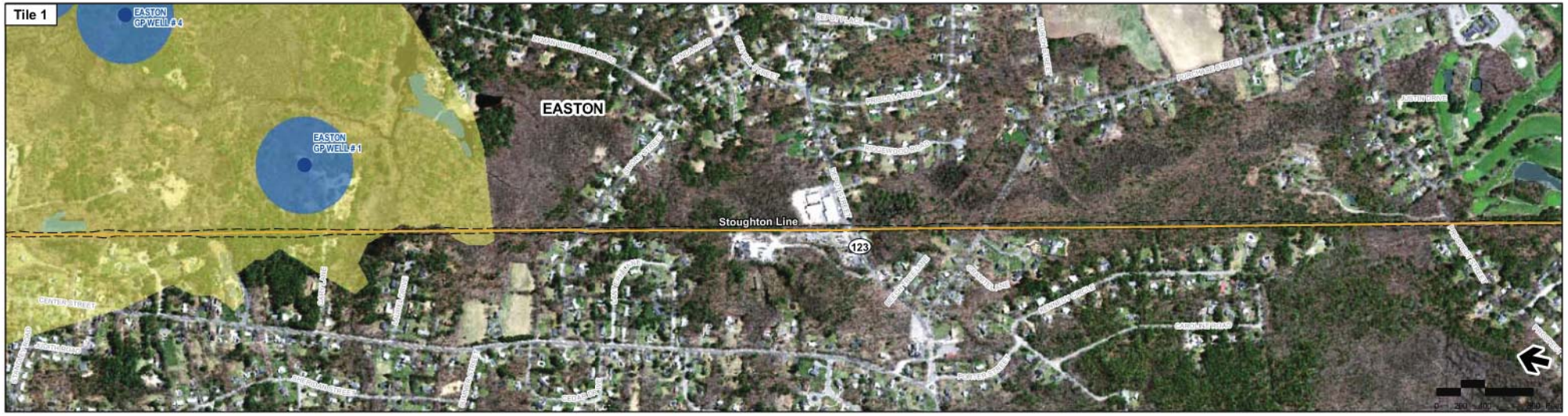
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- Town Boundaries
- Proposed Alternative Alignments
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- IWPA DEP Wellhead Protection Areas
- Zone A Surface Water Supply Protection Areas

Index Map



* Traction power stations are only required for electric rail alternative

Figure 4.17-4b
Stoughton Alternative
Stoughton Line (Sheet 2 of 5)





Printing Date: 6/17/2009
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Legend

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- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
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* Traction power stations are only required for electric rail alternative

Index Map

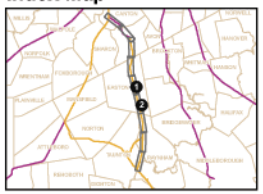


Figure 4.17-4c
Stoughton Alternative
Stoughton Line (Sheet 3 of 5)



Figure 4.17-4d
Stoughton Alternative
Stoughton Line (Sheet 4 of 5)



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Legend

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- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
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Index Map

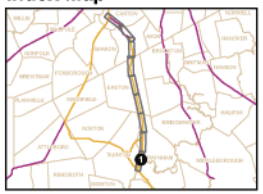
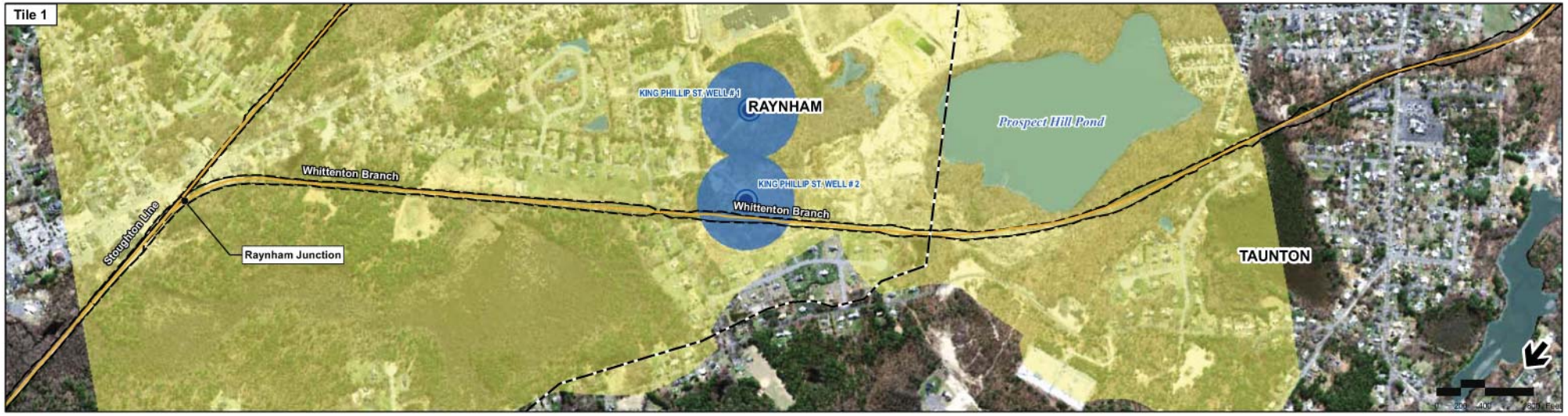


Figure 4.17-4e
Stoughton Alternative
Stoughton Line (Sheet 5 of 5)





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Legend

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- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
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- Zone II DEP Wellhead Protection Areas
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- Zone A Surface Water Supply Protection Areas

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Index Map

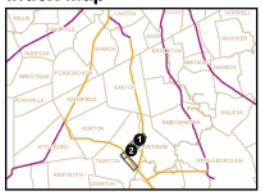


Figure 4.17-5a
Whittenton Alternative
Whittenton Branch (Sheet 1 of 2)



Printing Date: 6/17/2009
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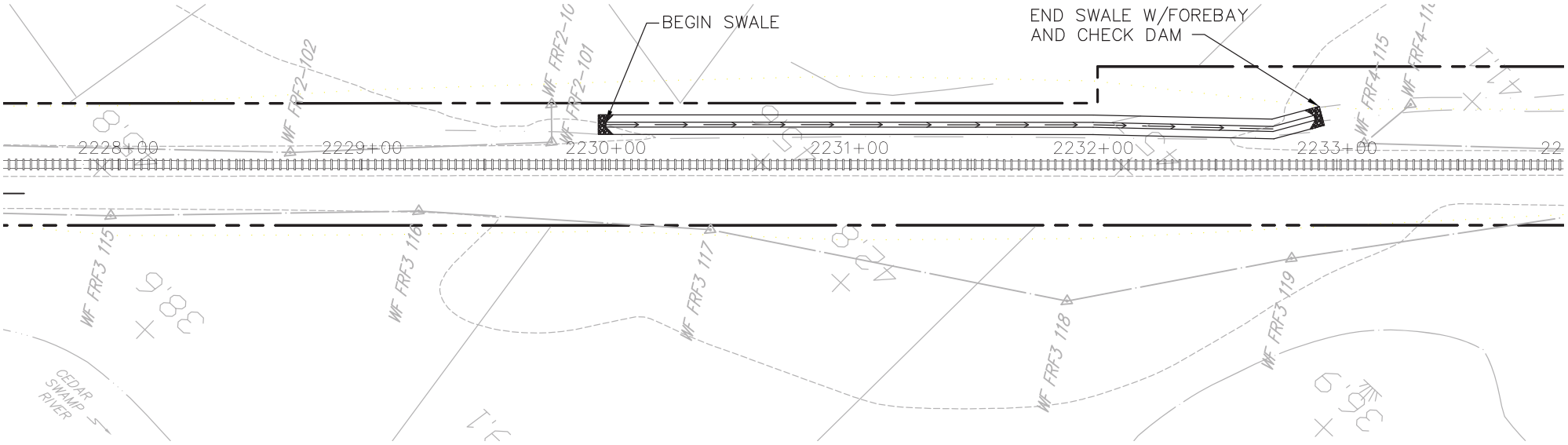
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- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
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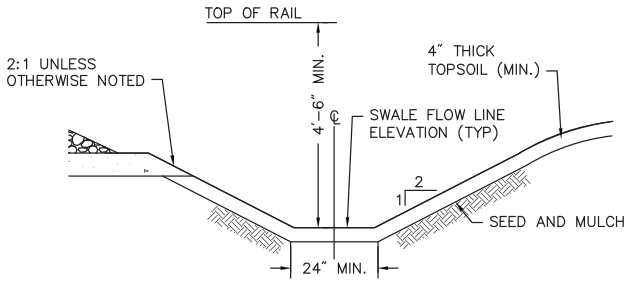
* Traction power stations are only required for electric rail alternative

Index Map

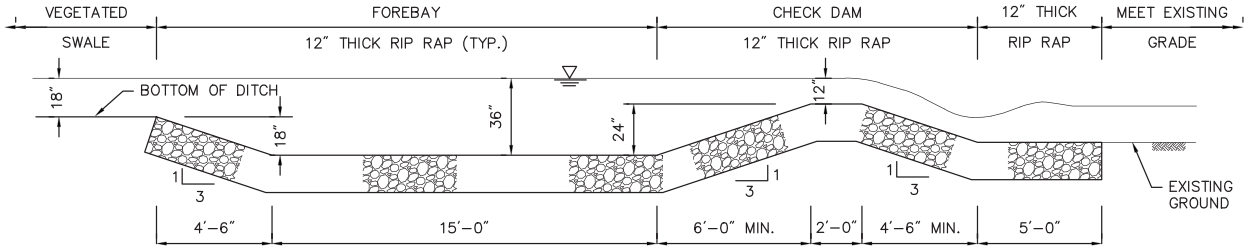


Figure 4.17-5b
Whittenton Alternative
Whittenton Branch (Sheet 2 of 2)





VEGETATED SWALE
SCALE: NTS

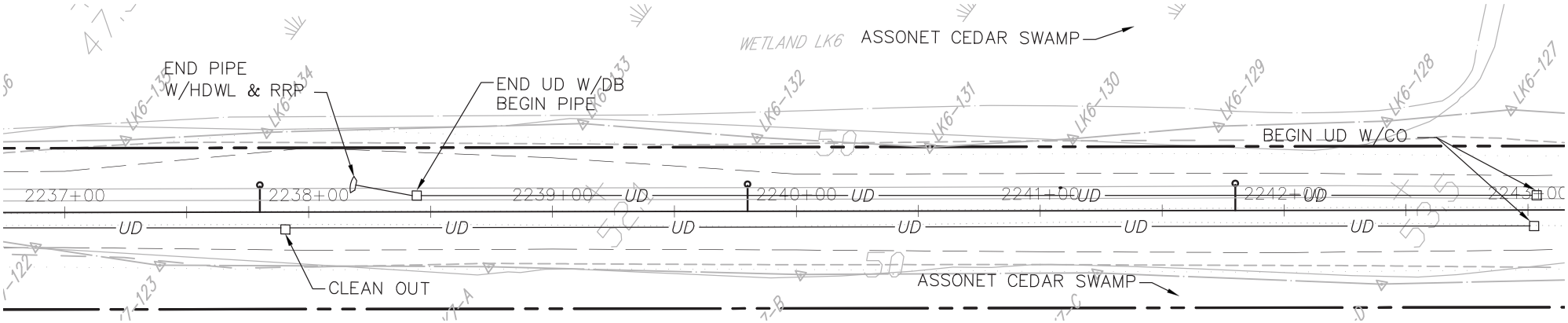


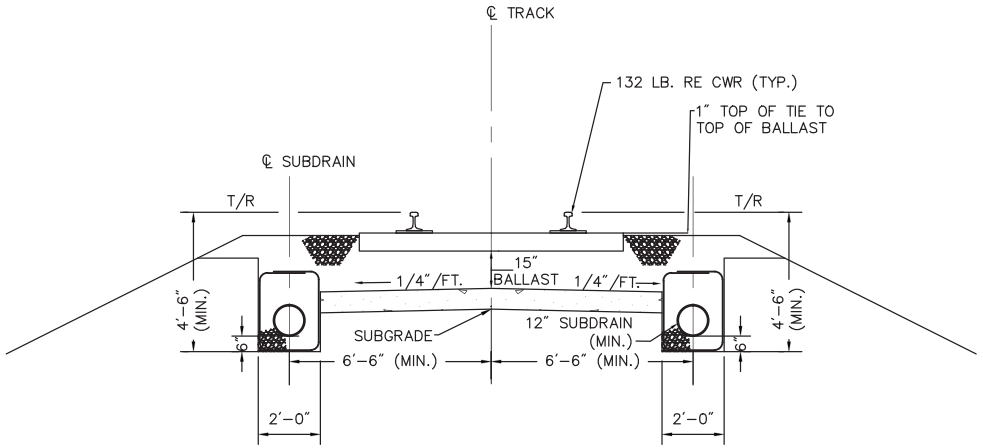
ELEVATION
FOREBAY AND CHECK DAM
SCALE: NTS

20 40 Feet

Figure 4.17-6
Typical Stormwater Treatment
Vegetated Swale with Forebay Discharging to Stream

\\MABOS\projects\10111.00\tech\FINAL_EIS_EIR\Stormwater\Data\Stations\Figures\Stormwater Examples - Typical Stormwater TreatmentLdwg Printing Date: 6/21/2012 9:57 AM





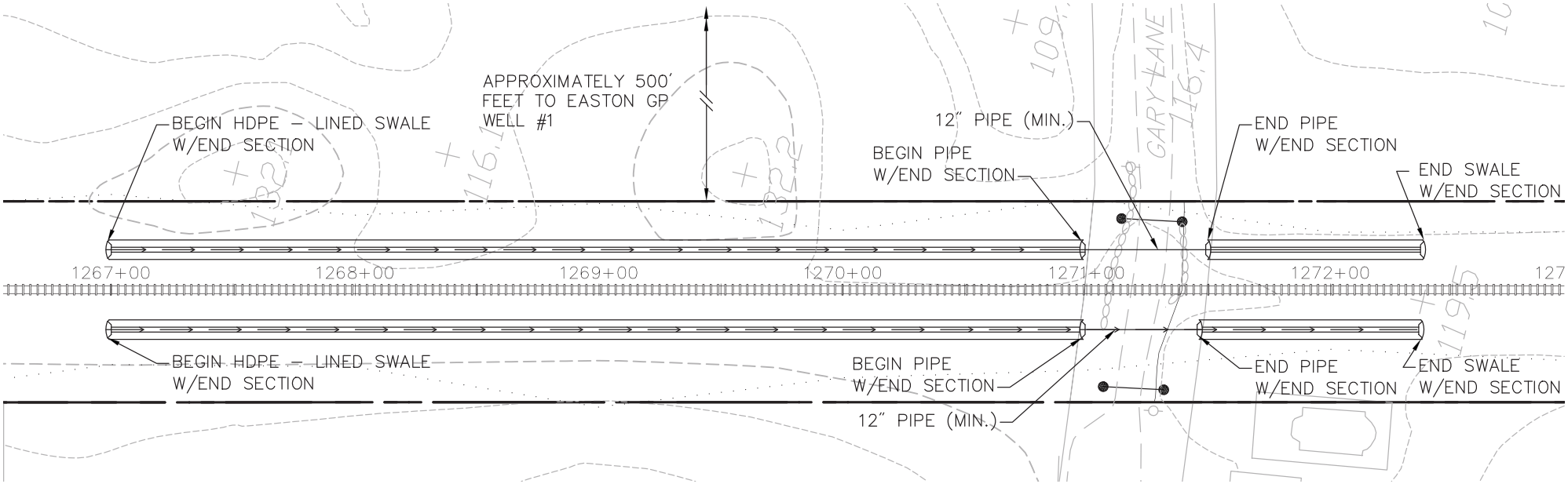
TYPICAL SECTION FOR SINGLE TRACK WITH UNDERDRAINS

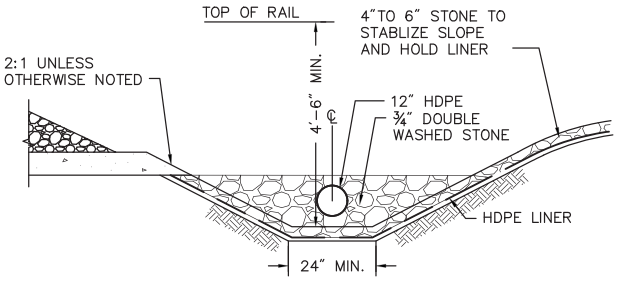
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\\MABOS\projects\10111.00\tech\FINAL_EIS_EIR\Stormwater\DataStations\Figures\Stormwater Examples - Typical Stormwater Treatment.dwg Printing Date: 6/21/2012 1:43 PM

0 20 40 Feet

Figure 4.17-7
Typical Stormwater Treatment
Underdrain With Cleanouts Near Critical Wetland Resources





HDPE – LINED SWALE

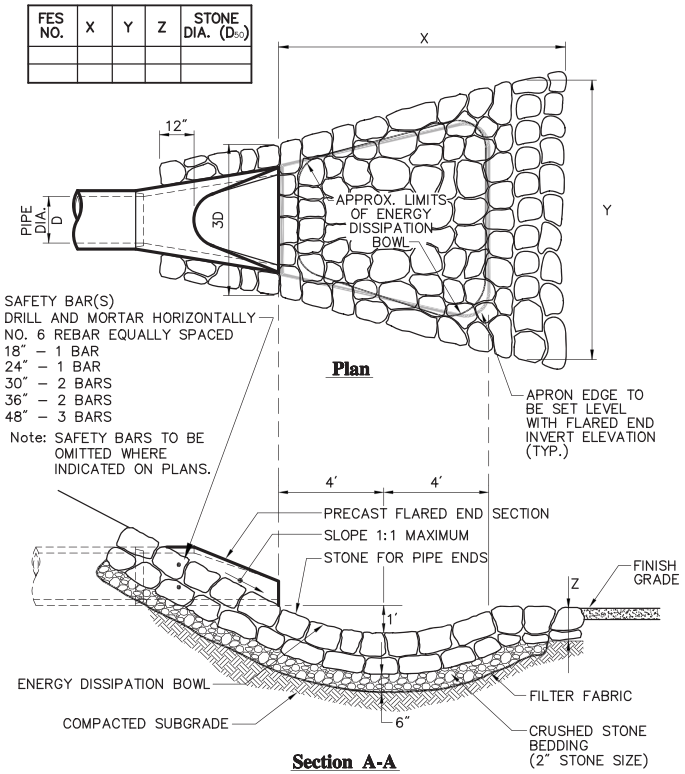
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0 20 40 Feet

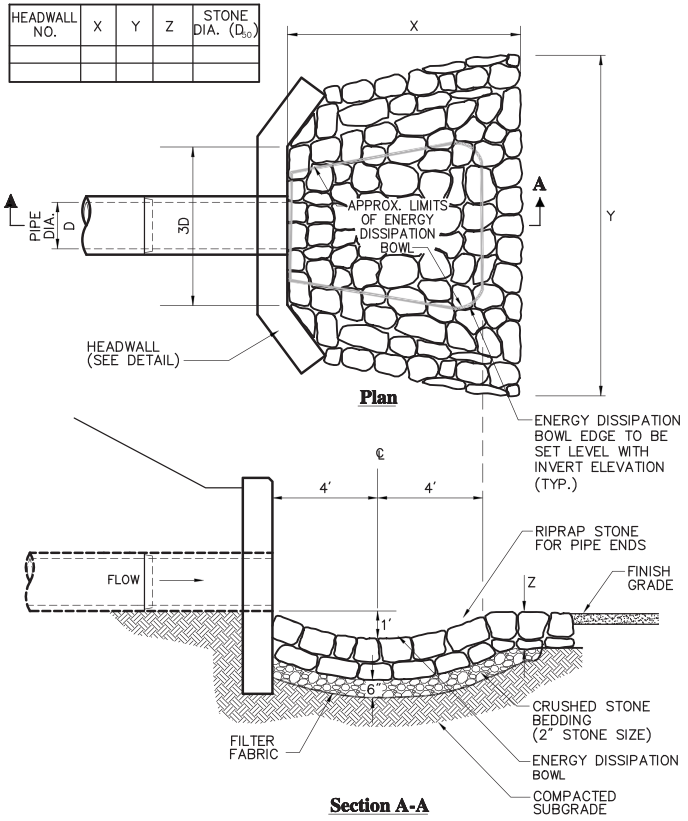
Figure 4.17-8
Typical Stormwater Treatment
HDPE - Lined Swale Near Vernal Pool or Zone 1

\\MABOS\projects\10111.00\tech\FINAL_EIS_EIR\Stormwater\Data\Stations\Figures\Stormwater Examples - Typical Stormwater Treatment.dwg Printing Date: 6/21/2012 9:44 AM



FLARED END SECTION WITH STONE PROTECTION

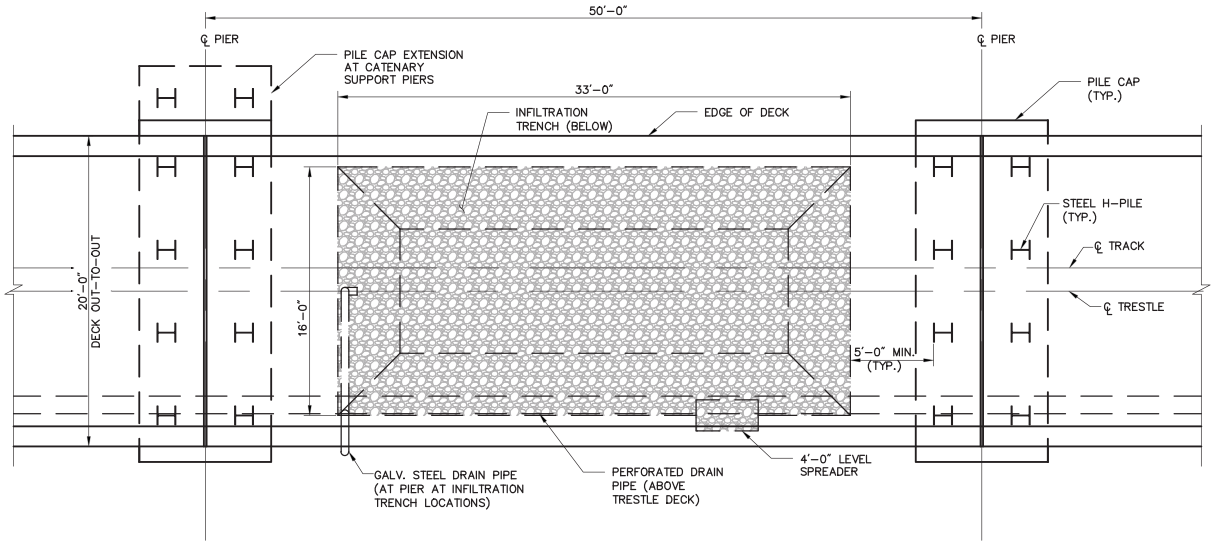
SCALE: NTS



HEADWALL WITH STONE PROTECTION

SCALE: NTS

Figure 4.17-9
Typical Stormwater Treatment
Headwall and Flared End Section Details



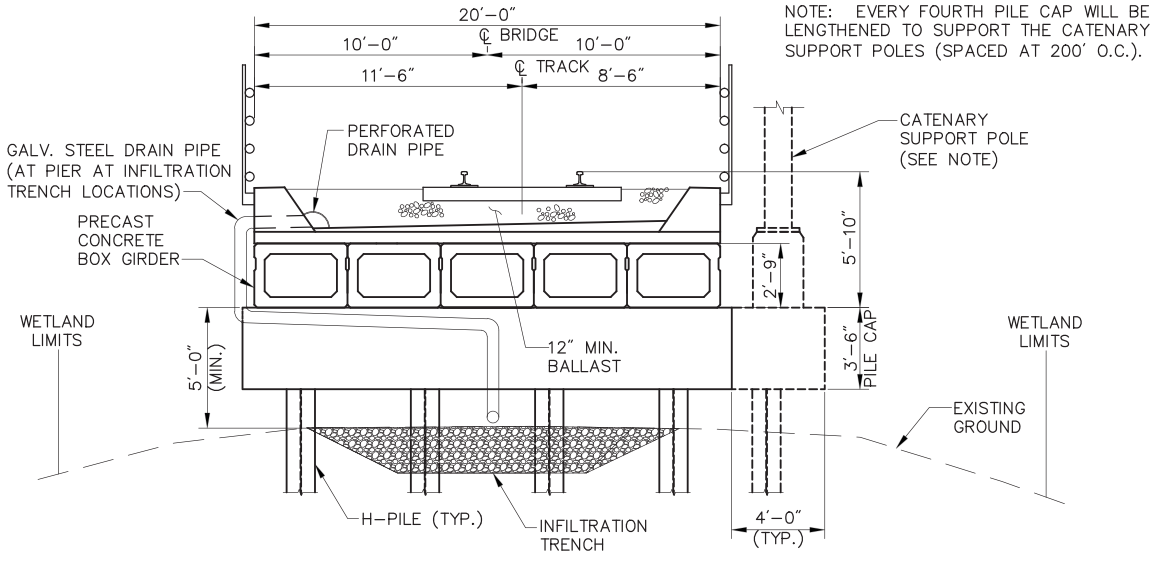
PLAN

SCALE: $\frac{1}{8}$" = 1'-0"

\\MABOS\projects\10111.00\tech\FINAL_EIS_EIR\Stormwater\Data\Stations\Figures\Hockomock Trestle.dwg Printing Date: 6/21/2012 10:14 AM

Figure 4.17-10
Trestle Through Hockomock Swamp
Typical Plan

\\MABOS\projects\10111.00\tech\FINAL_EIS_EIR\Stormwater\Data\Stations\Figures\Hockomock Trestle.dwg Printing Date: 6/21/2012 10:18 AM

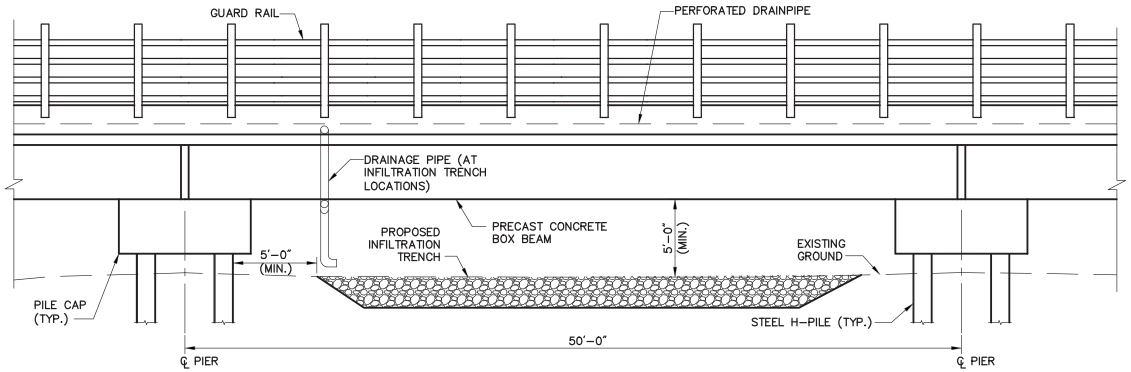


TYPICAL CROSS SECTION AT PIER

SCALE: 3/32″ = 1–0′

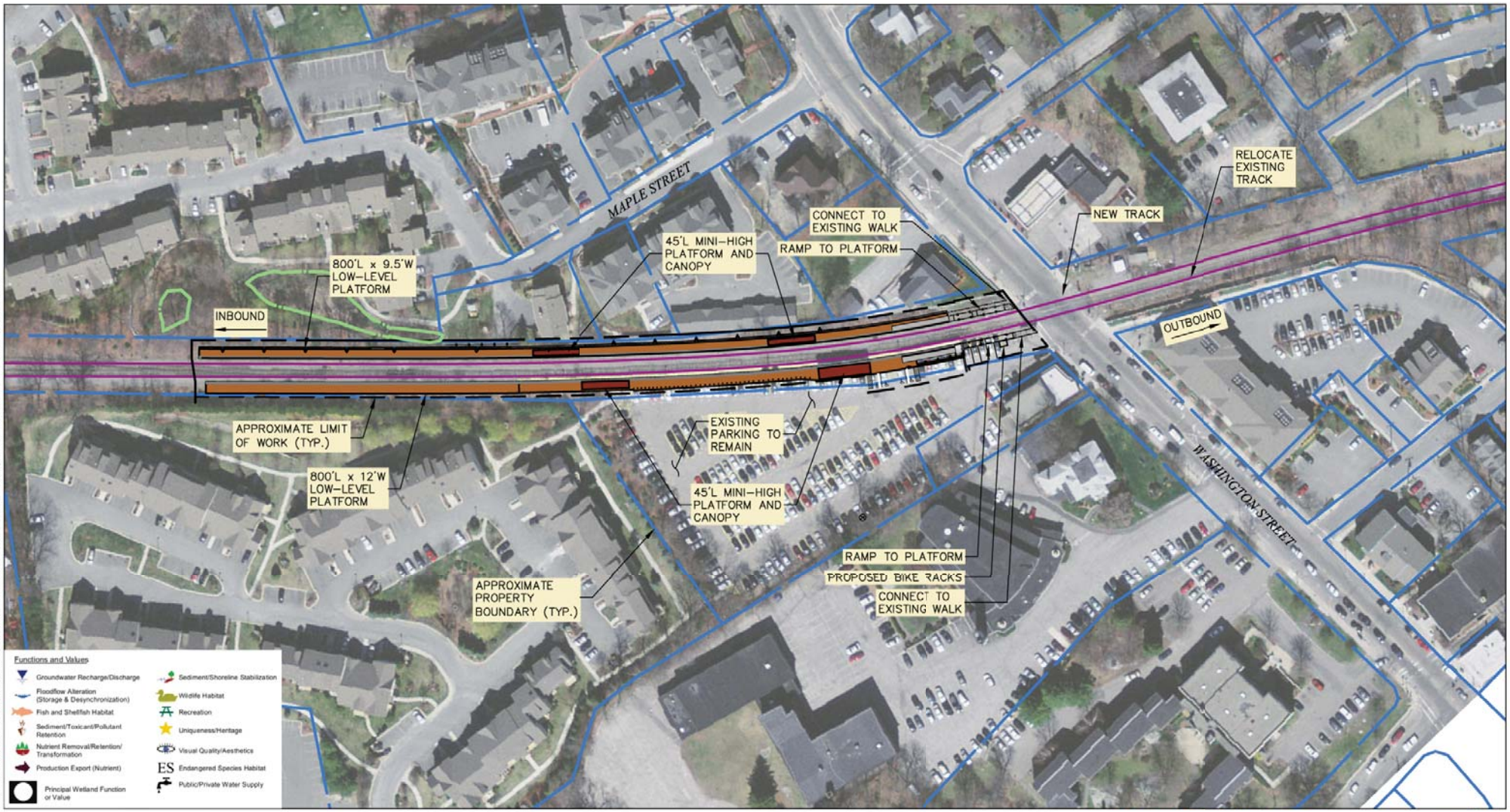
Figure 4.17-11
Trestle Through Hockomock Swamp
Typical Section

\\MABOS\projects\10111.00\tech\FINAL_EIS_EIR\Stormwater\Data\Stations\Figures\Hockomock Trestle.dwg Printing Date: 6/21/2012 10:31 AM



ELEVATION
SCALE: 1/8" = 1'-0"

Figure 4.17-12
Trestle Through Hockomock
Typical Elevation



0 50 100 Feet

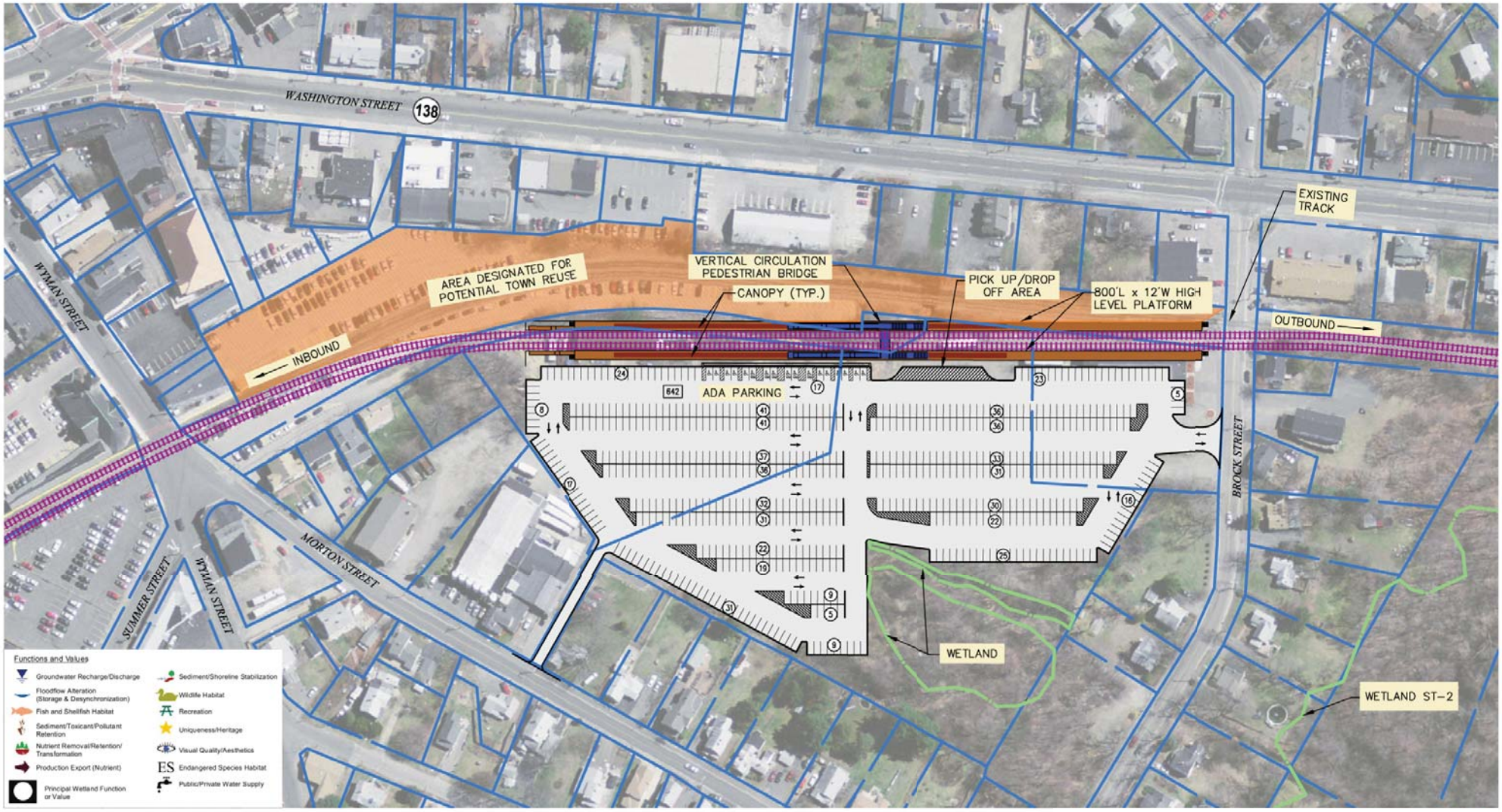
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-13

Canton Center Station

Conceptual Station Design

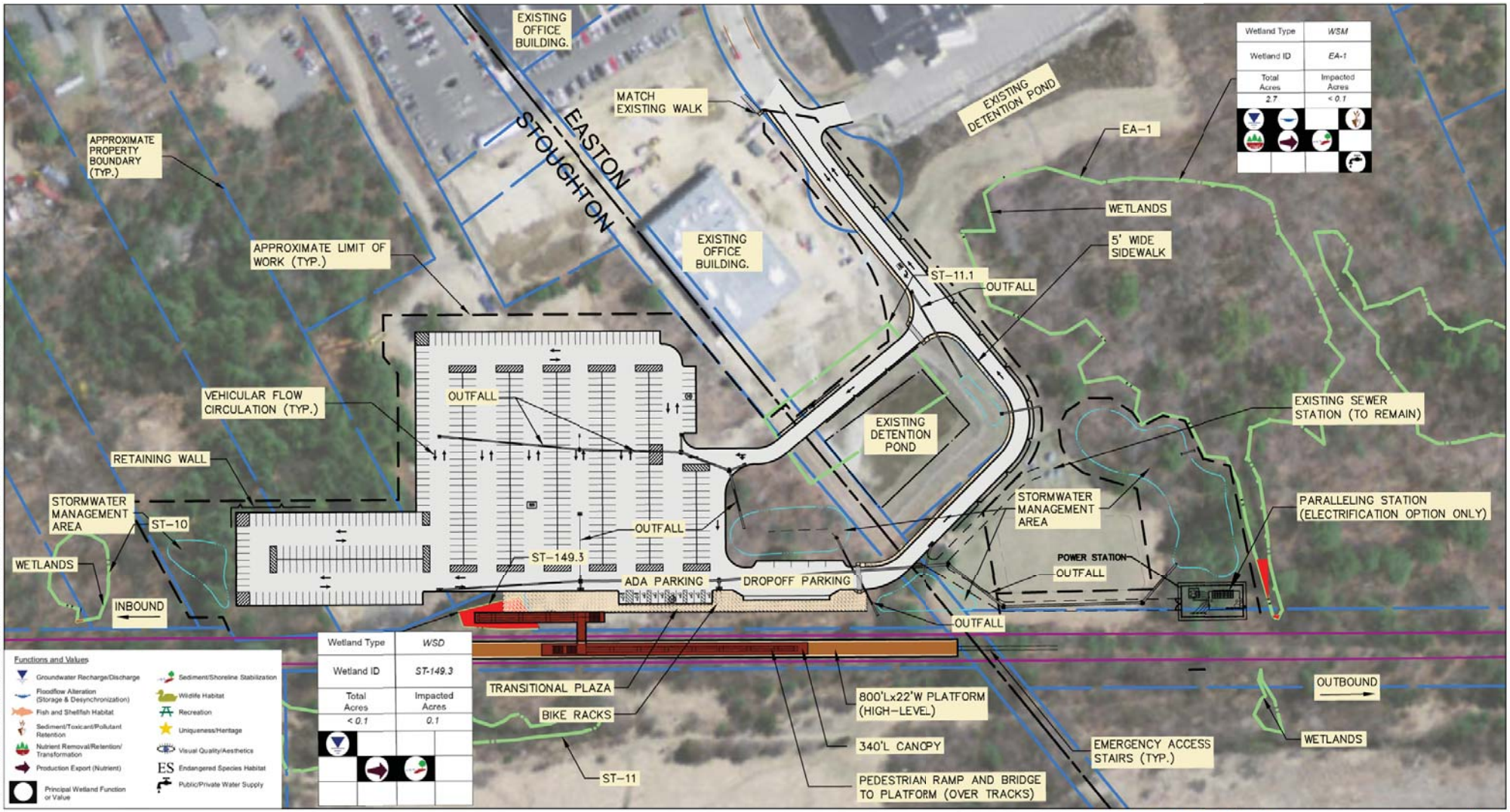


0 60 120 Feet

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-14
Stoughton Station
Conceptual Station Design



0 60 120 Feet

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-15a

North Easton Station

Conceptual Station Design

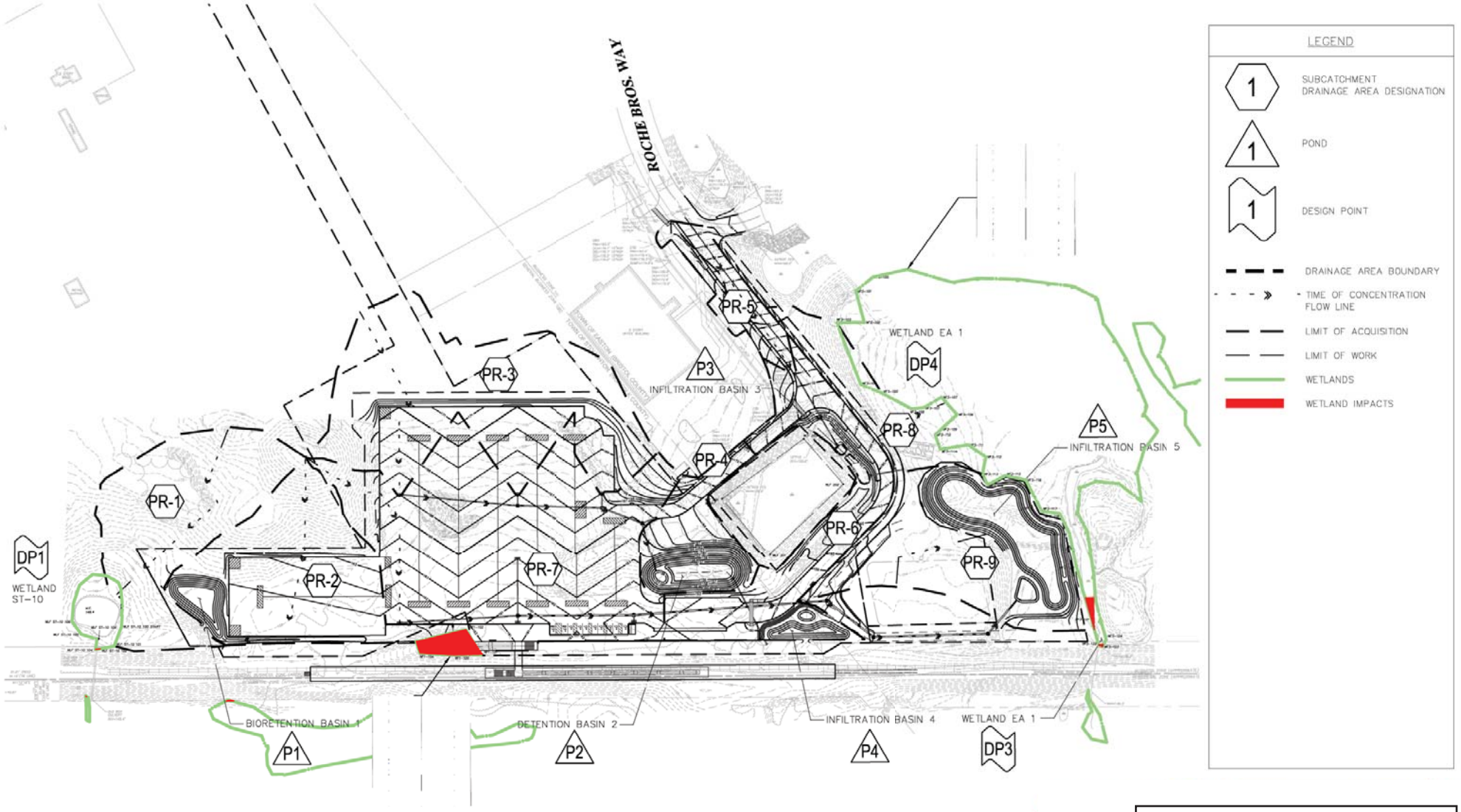
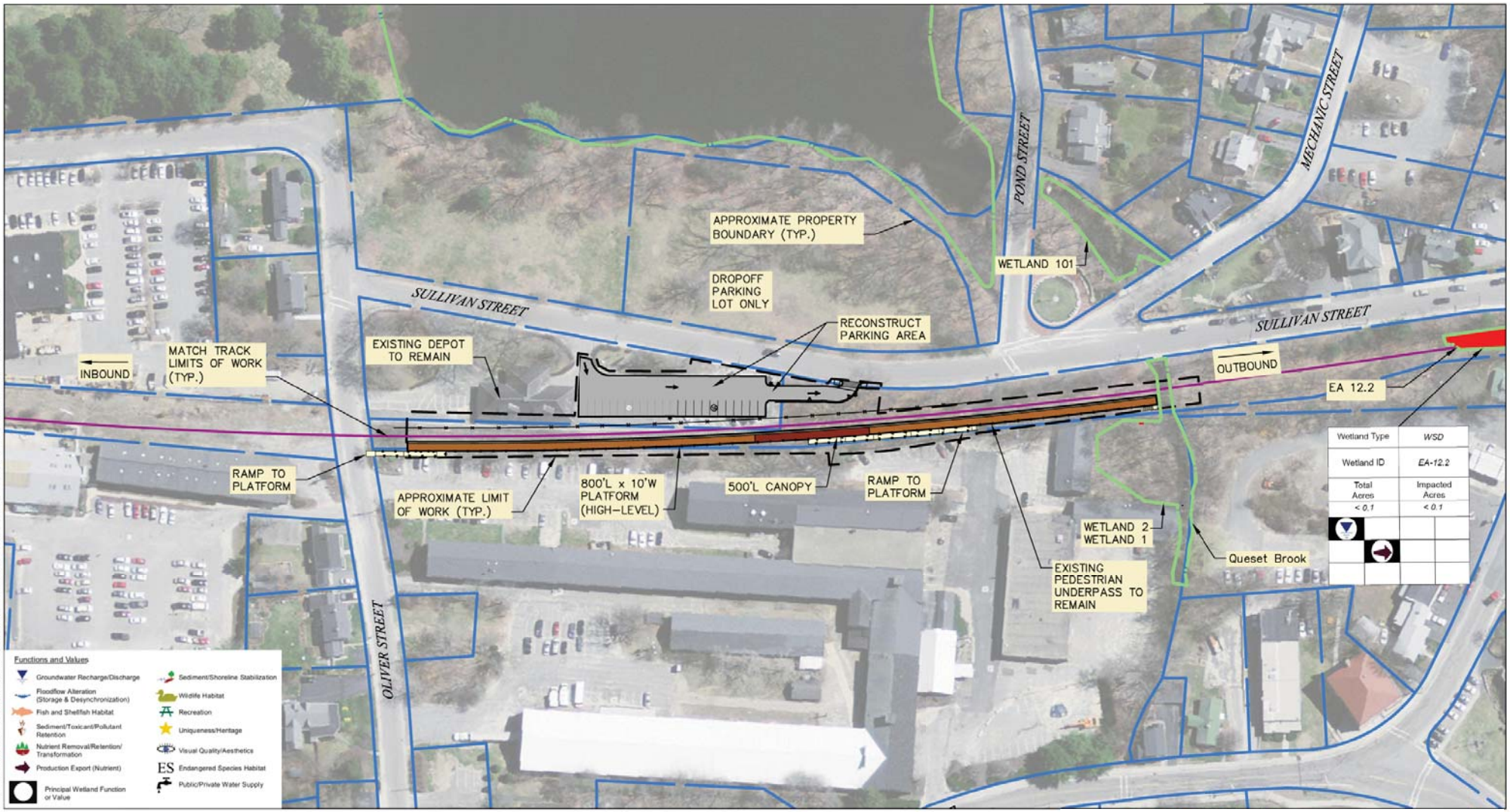


Figure 4.17-15b
North Easton Station
Proposed Conditions Drainage Areas



0 50 100 Feet

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-16

Wetland Impacts

Easton Village Station



Figure 4.17-17a

Raynham Park Station

Conceptual Station Design

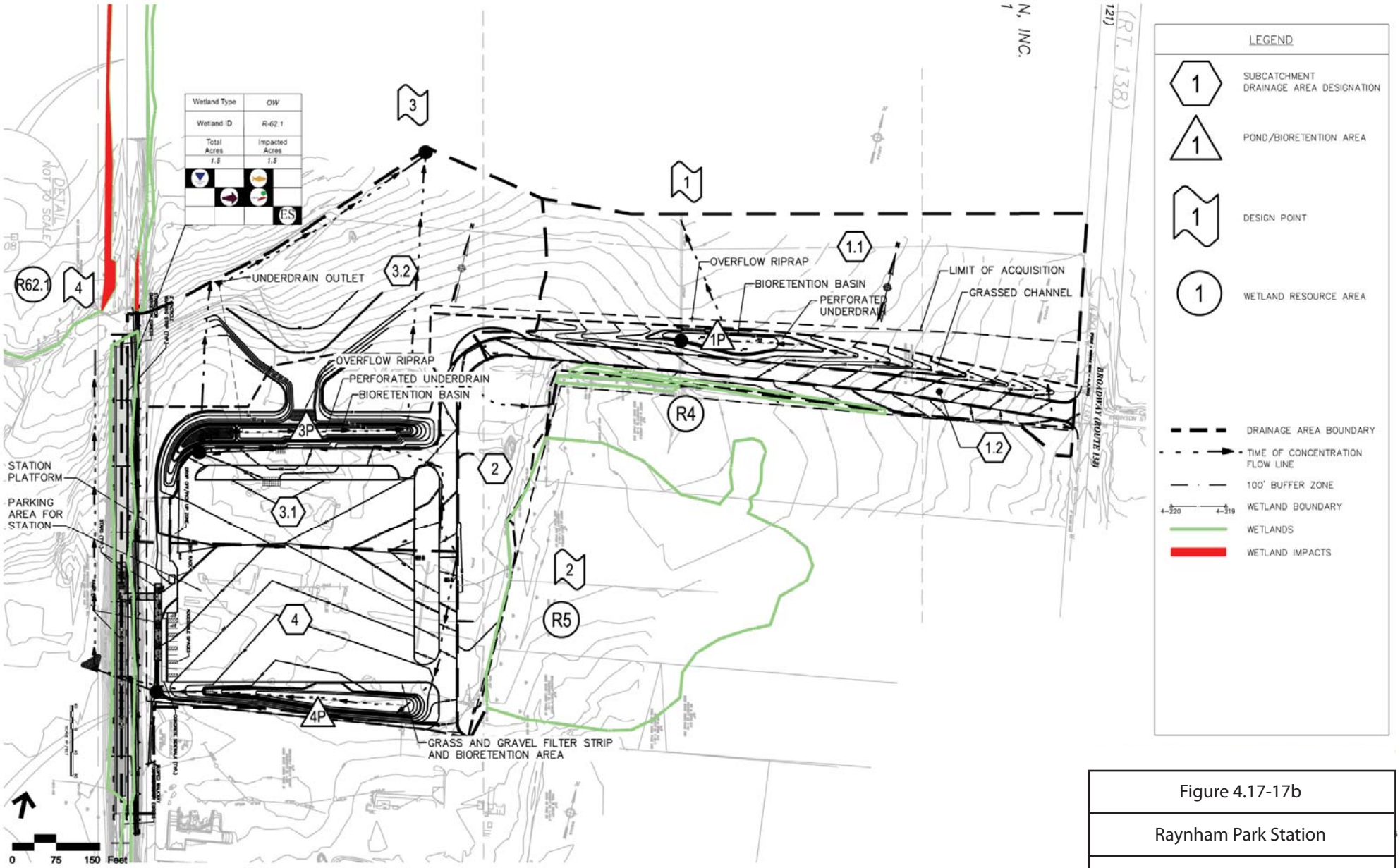


Figure 4.17-17b
Raynham Park Station
Proposed Conditions Drainage Areas

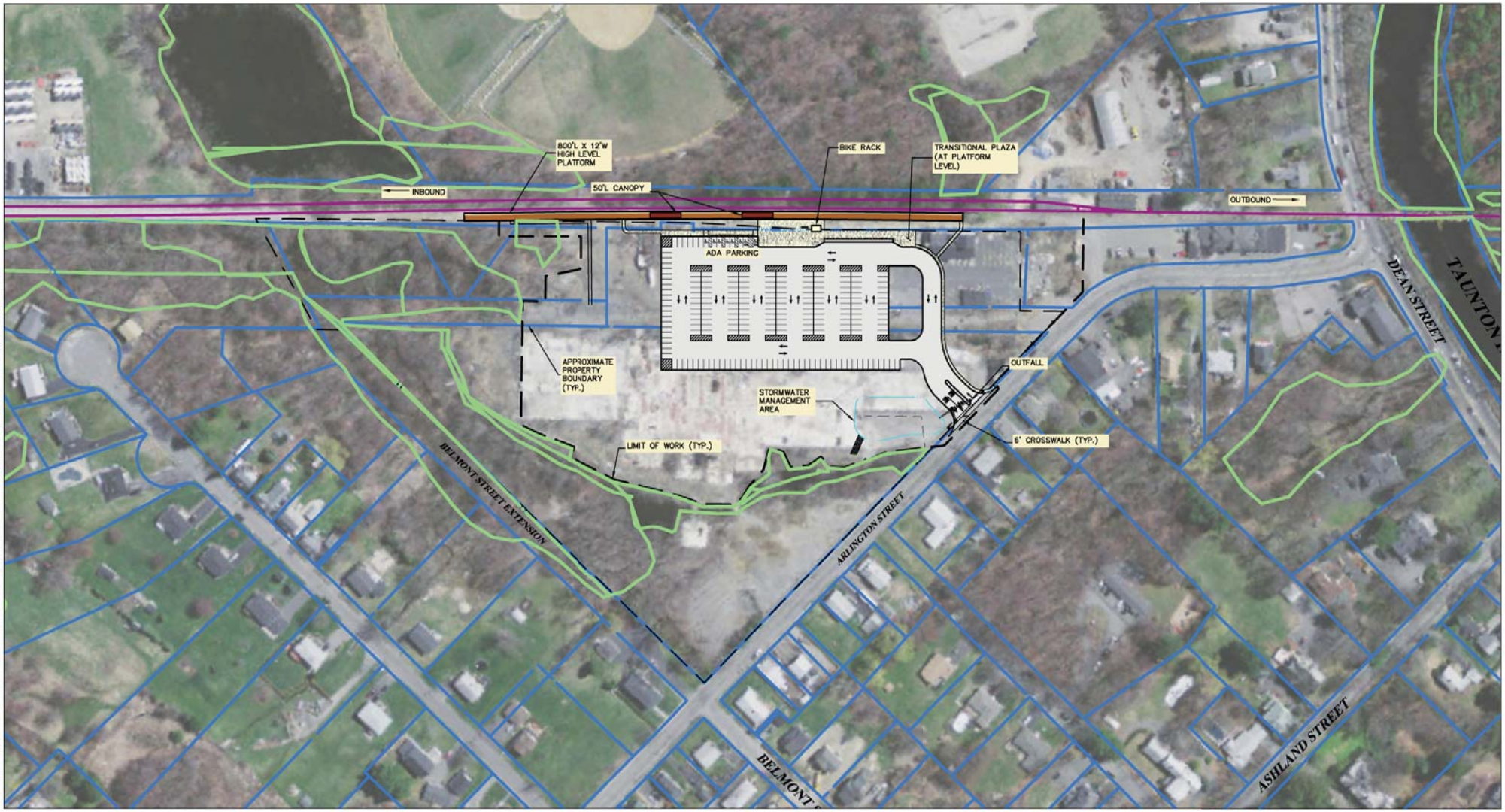


Figure 4.17-18a

Taunton Station

Conceptual Station Design

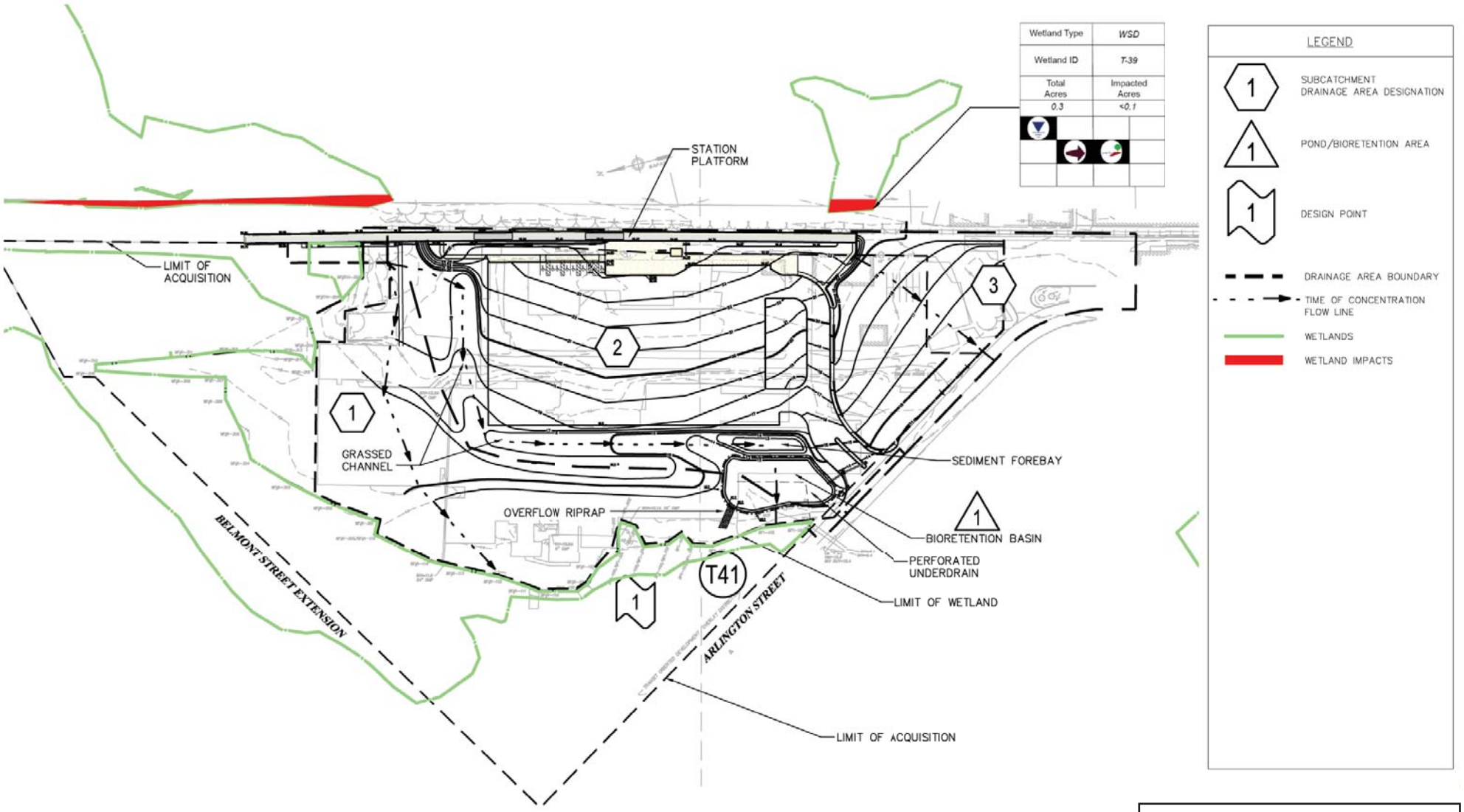
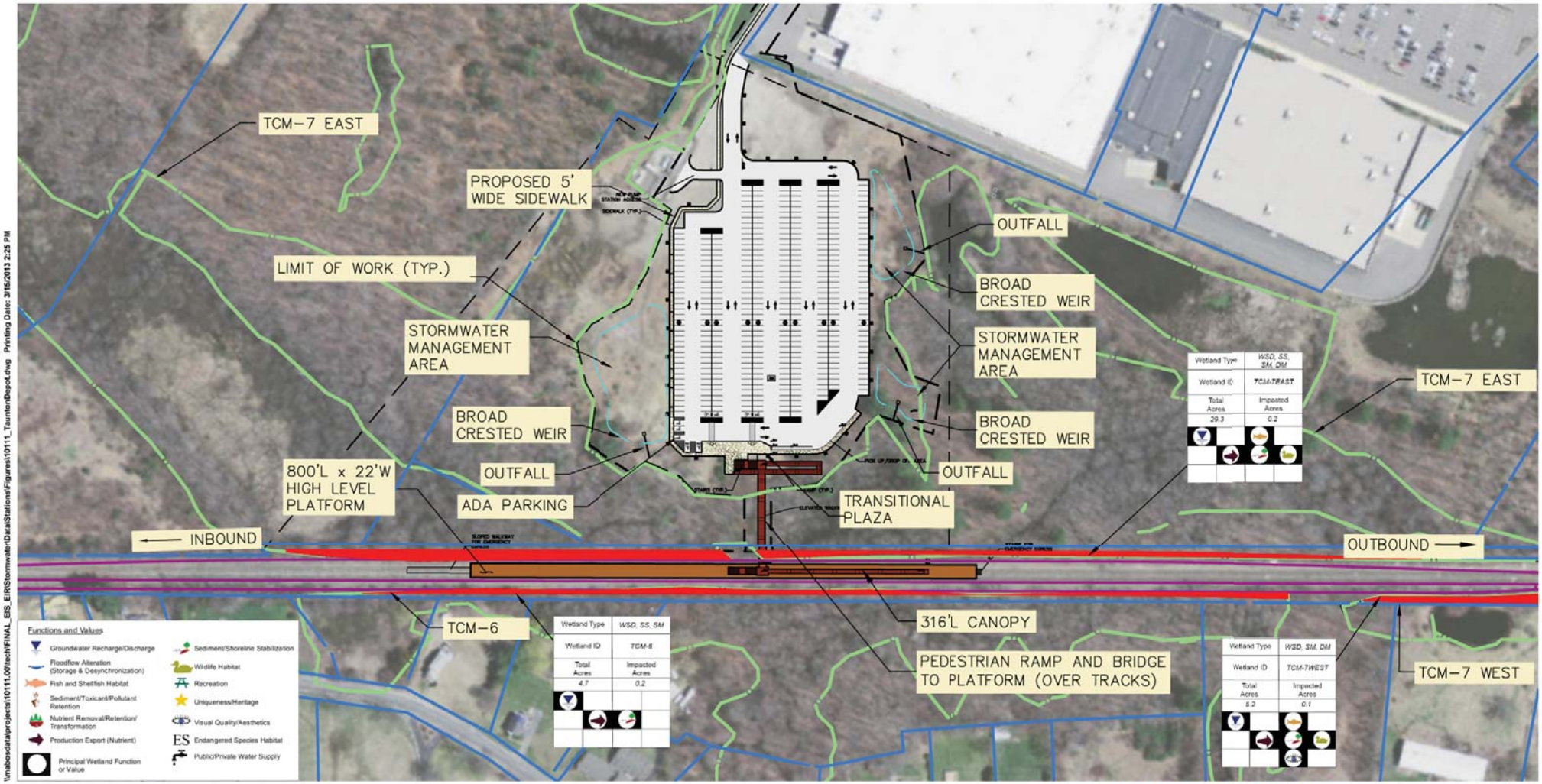


Figure 4.17-18b
Taunton Station
Proposed Conditions Drainage Areas



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0 75 150 Feet

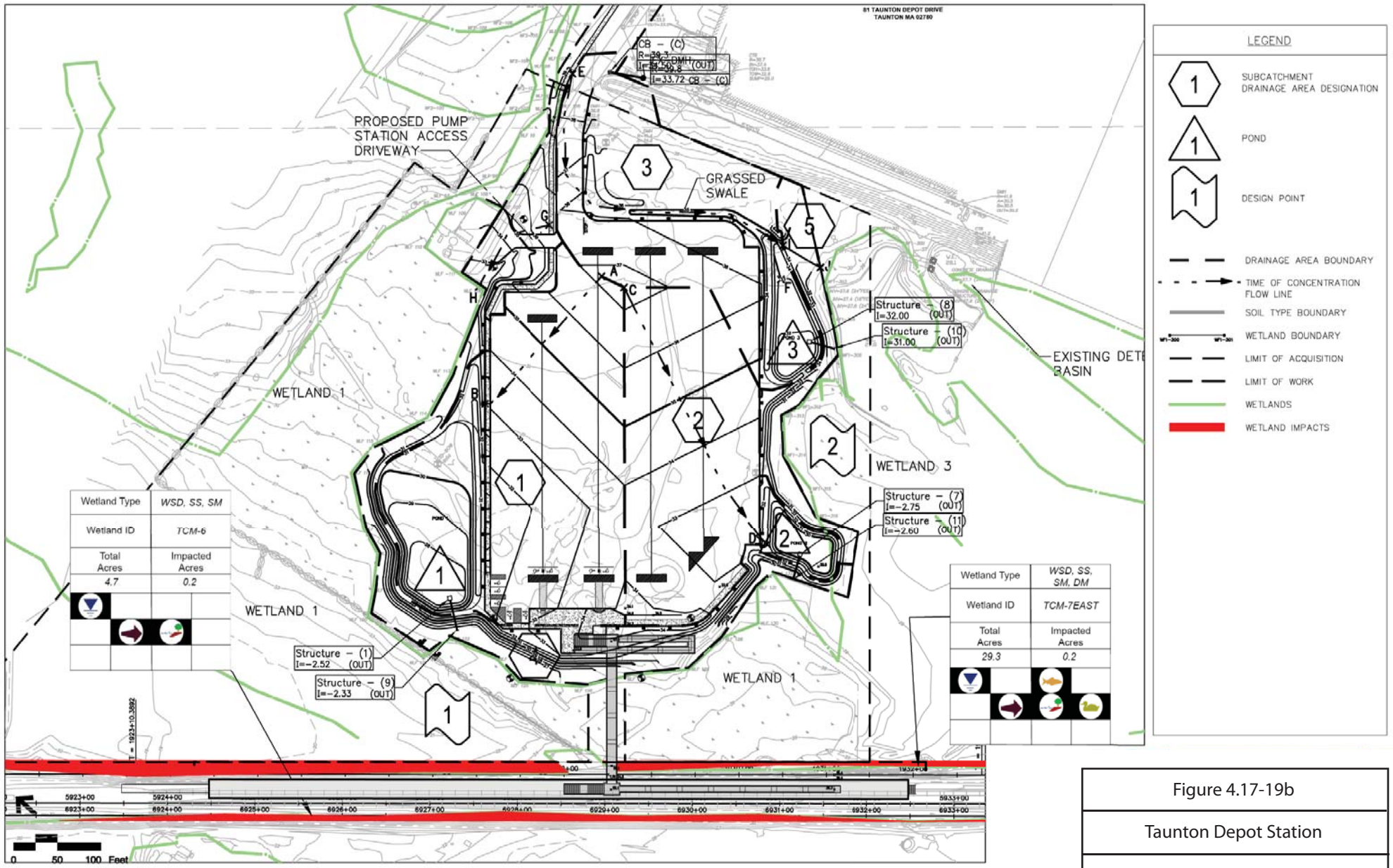
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-19a

Taunton Depot Station

Conceptual Station Design



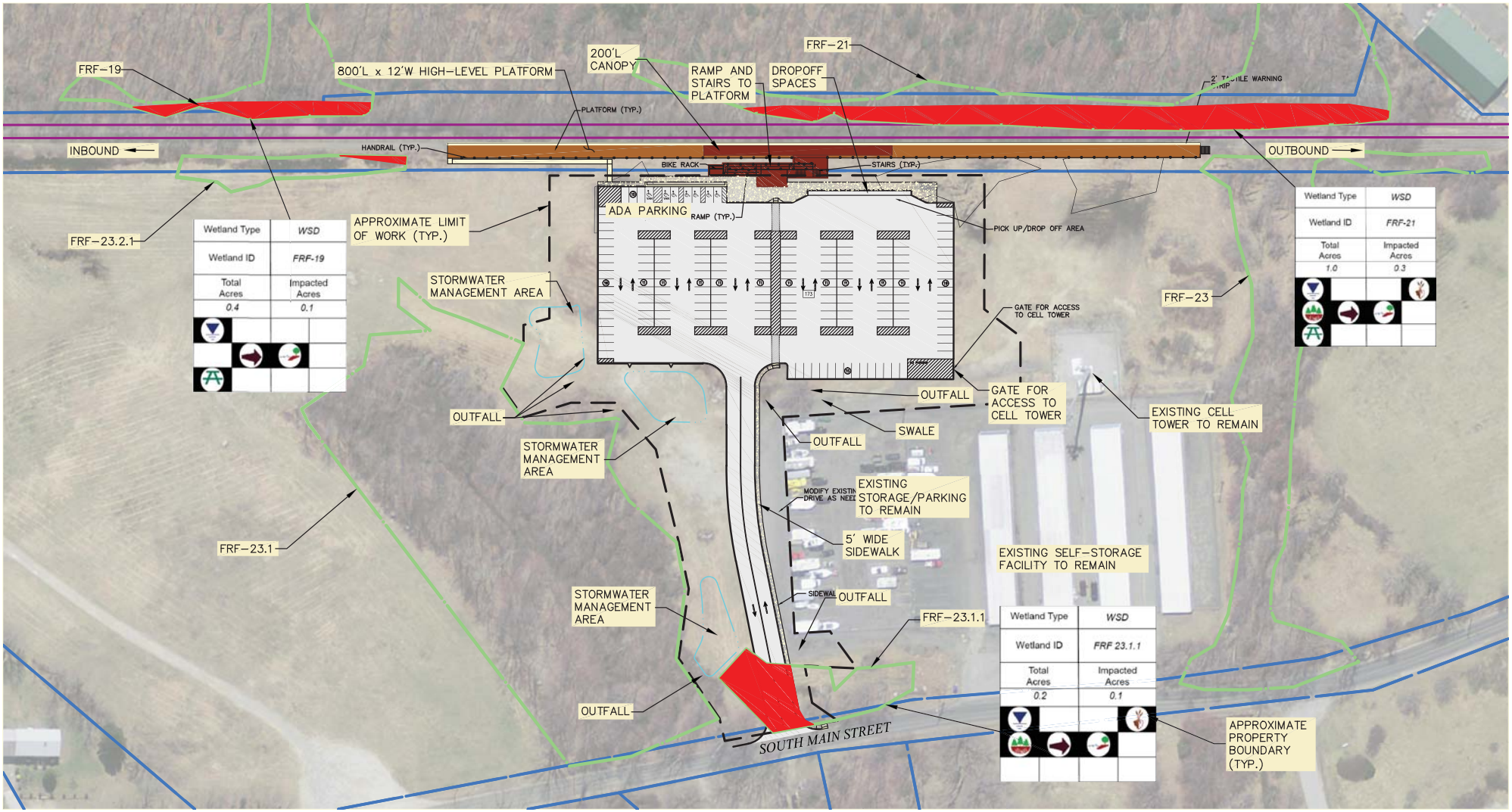
LEGEND

- SUBCATCHMENT DRAINAGE AREA DESIGNATION
- POND
- DESIGN POINT
- DRAINAGE AREA BOUNDARY
- TIME OF CONCENTRATION FLOW LINE
- SOIL TYPE BOUNDARY
- WETLAND BOUNDARY
- LIMIT OF ACQUISITION
- LIMIT OF WORK
- WETLANDS
- WETLAND IMPACTS

Figure 4.17-19b

Taunton Depot Station

Proposed Conditions Drainage Areas



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0 50 100 Feet

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-20a

Wetland Impacts

Freetown Station



LEGEND

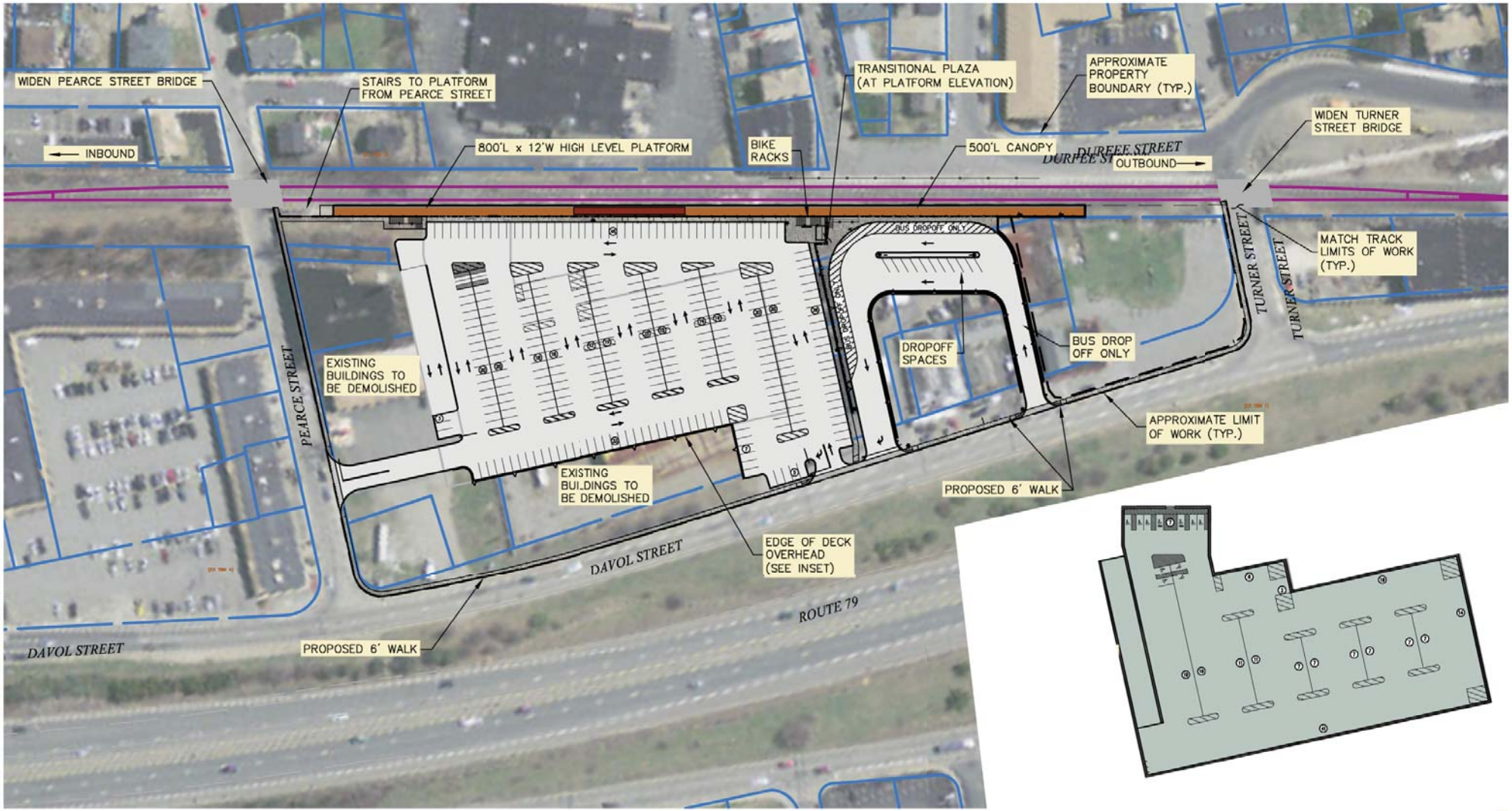
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- POND
- DESIGN POINT
- DRAINAGE AREA BOUNDARY
- TIME OF CONCENTRATION FLOW LINE
- SOIL TYPE BOUNDARY
- WETLAND BOUNDARY
- ACQUISITION LIMIT
- LIMIT OF WORK
- WETLANDS
- WETLAND IMPACTS

\\vhb\pro\Boston\10111.00\tech\FINAL_EIR\Stormwater\Data\Stations\Freetown\Stormwater Figures\Figure 4\Freetown Proposed Conditions.dwg Printing Date: 6/28/2013 8:06 AM

Figure 4.17-20b

Freetown Station

Proposed Conditions Drainage Areas



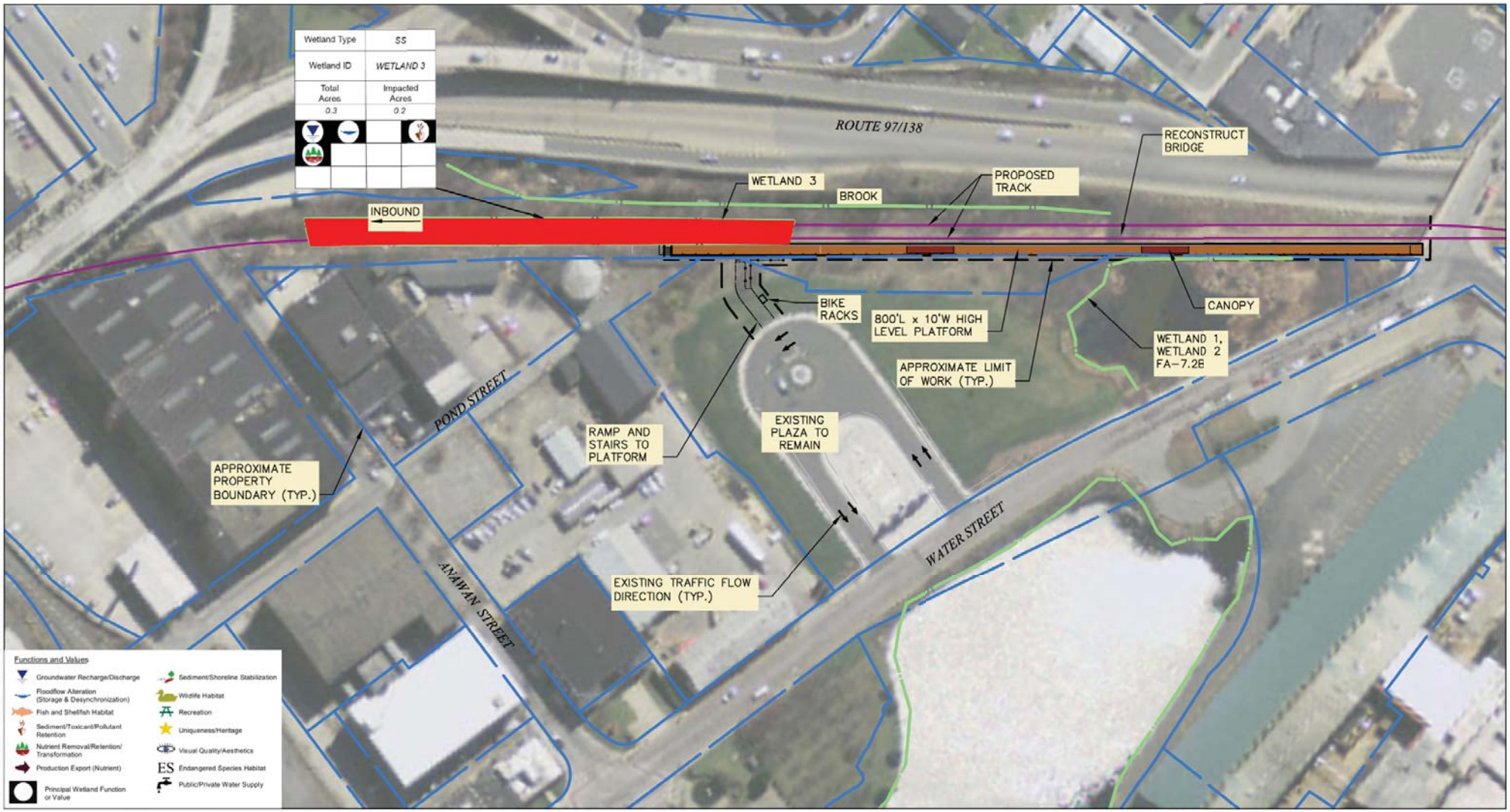
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0 50 100 Feet

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands

Figure 4.17-21
Fall River Depot Station
Conceptual Station Design



0 50 100 Feet

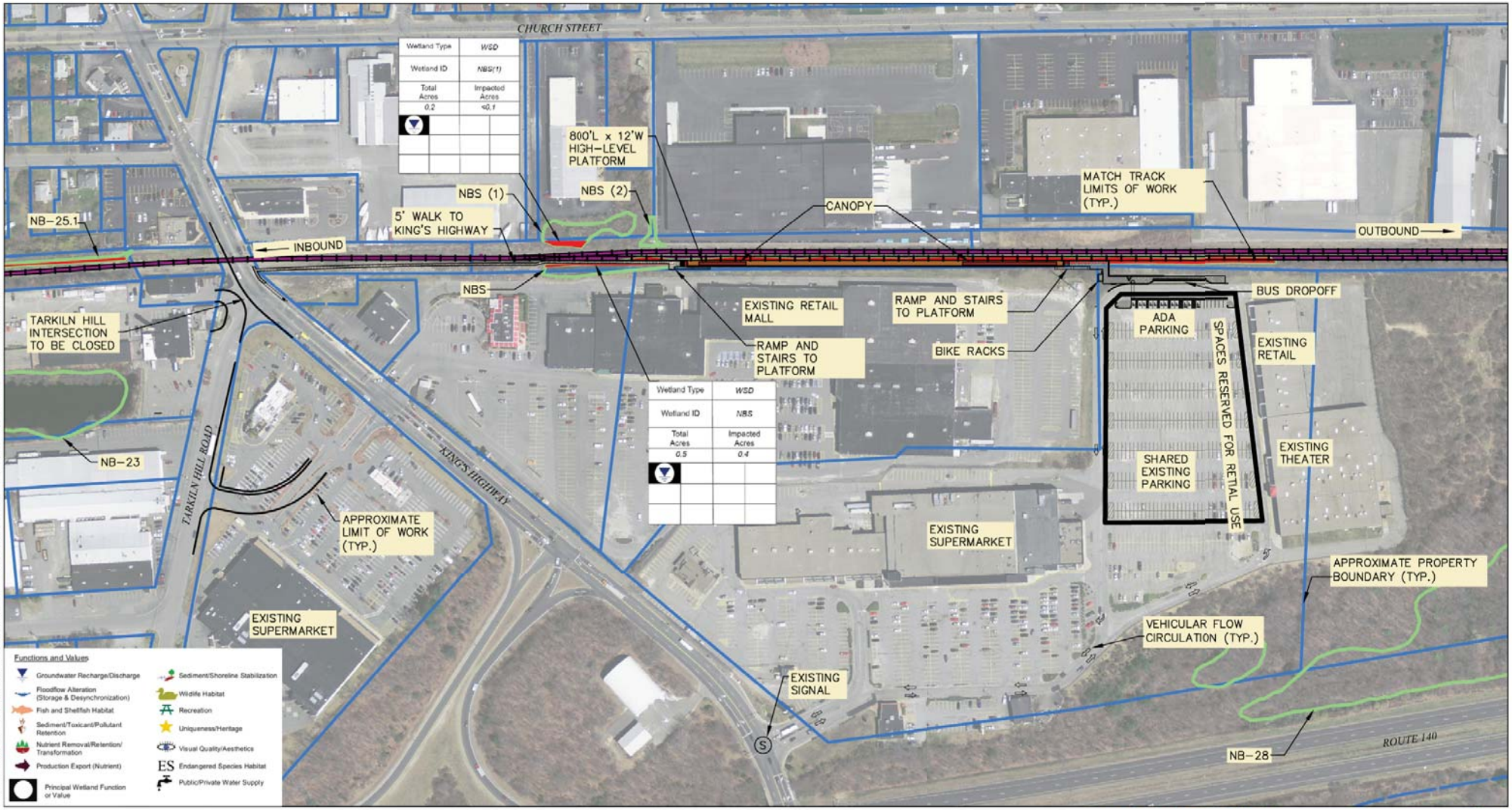
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-22

Battleship Cove Station

Conceptual Station Design



0 100 200 Feet

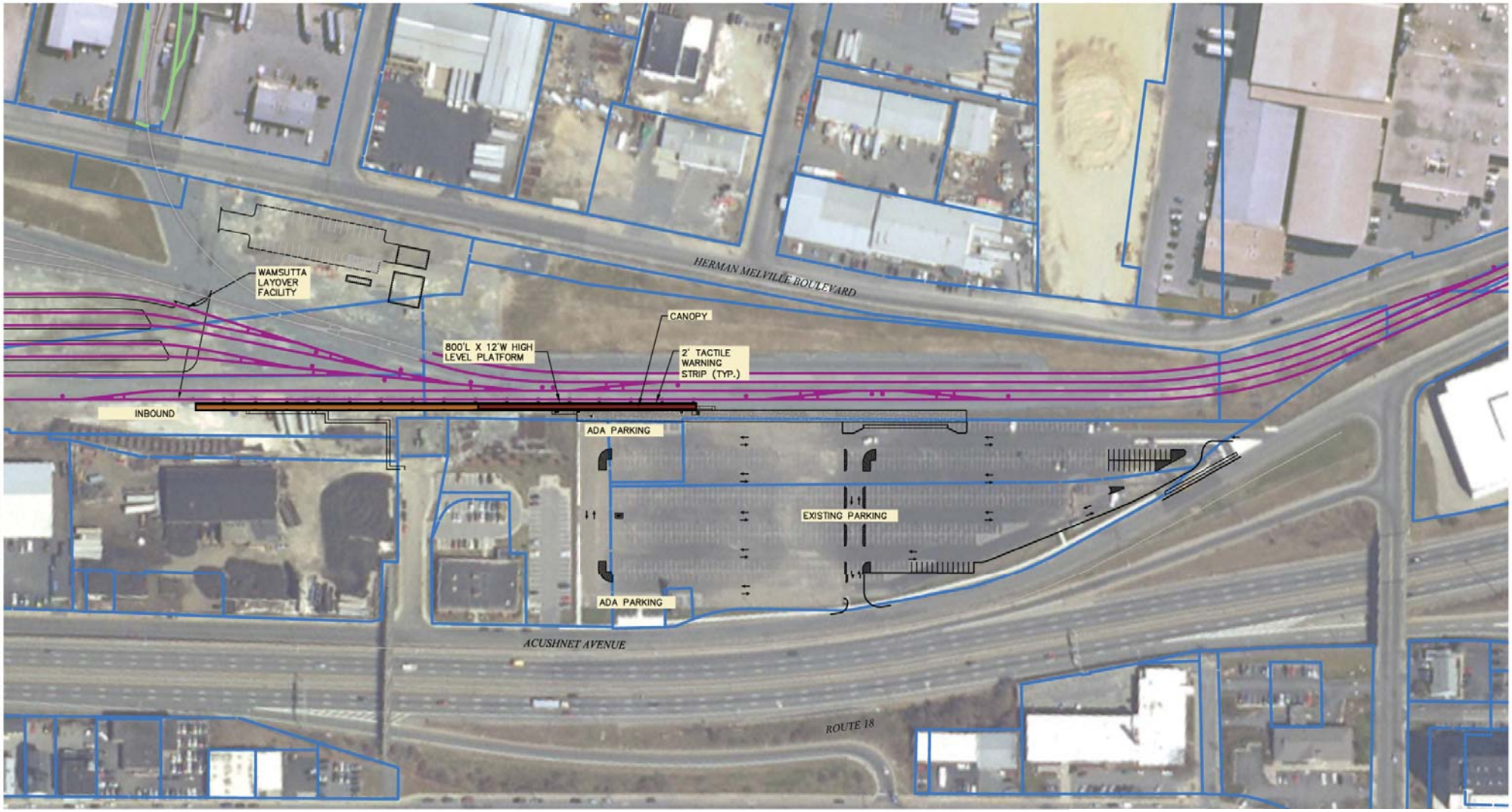
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-23

King's Highway Station

Conceptual Station Design



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0 75 150 Feet

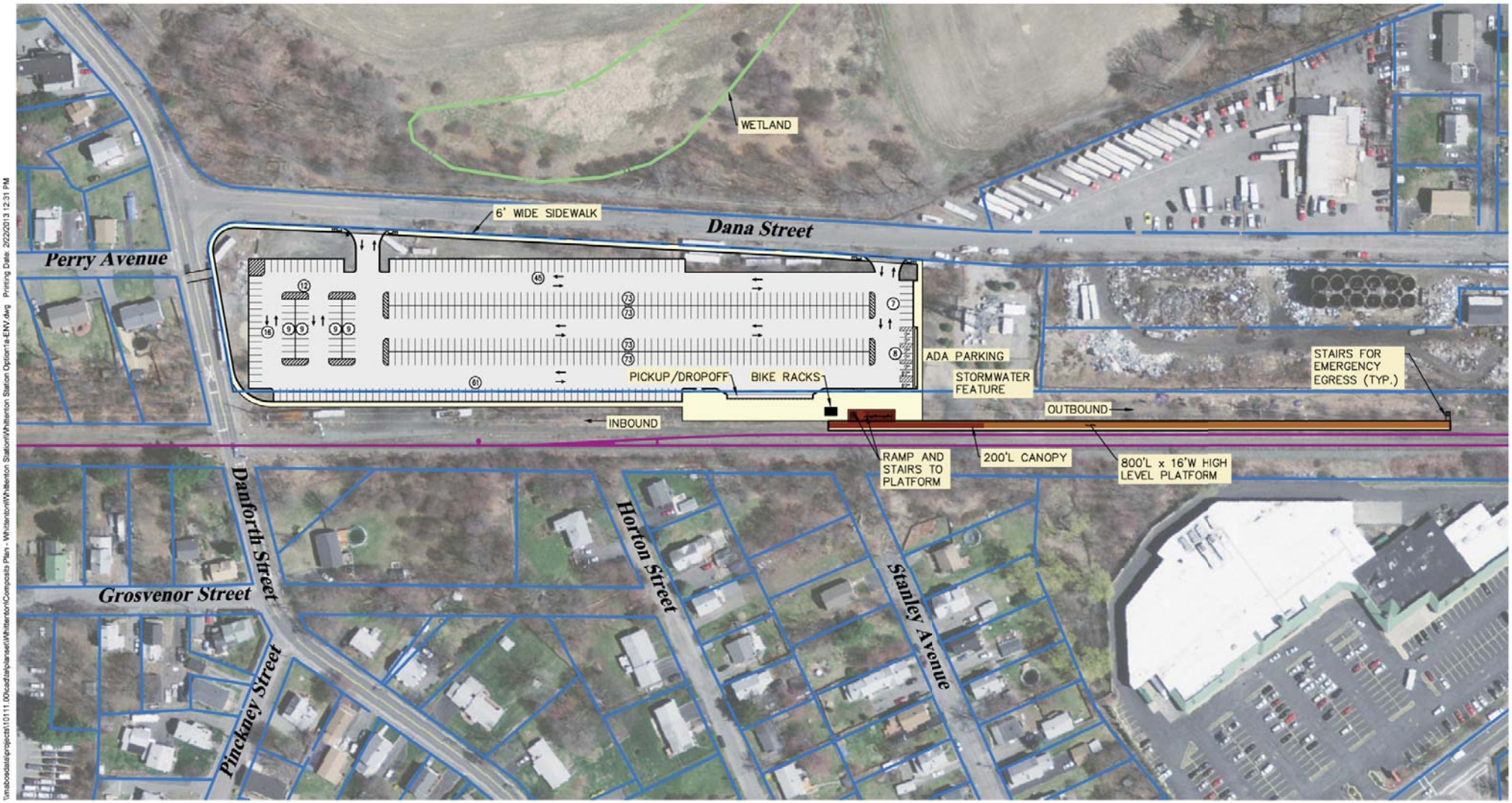
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands

Figure 4.17-24

Whale's Tooth Station

Conceptual Station Design



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0 60 120 Feet

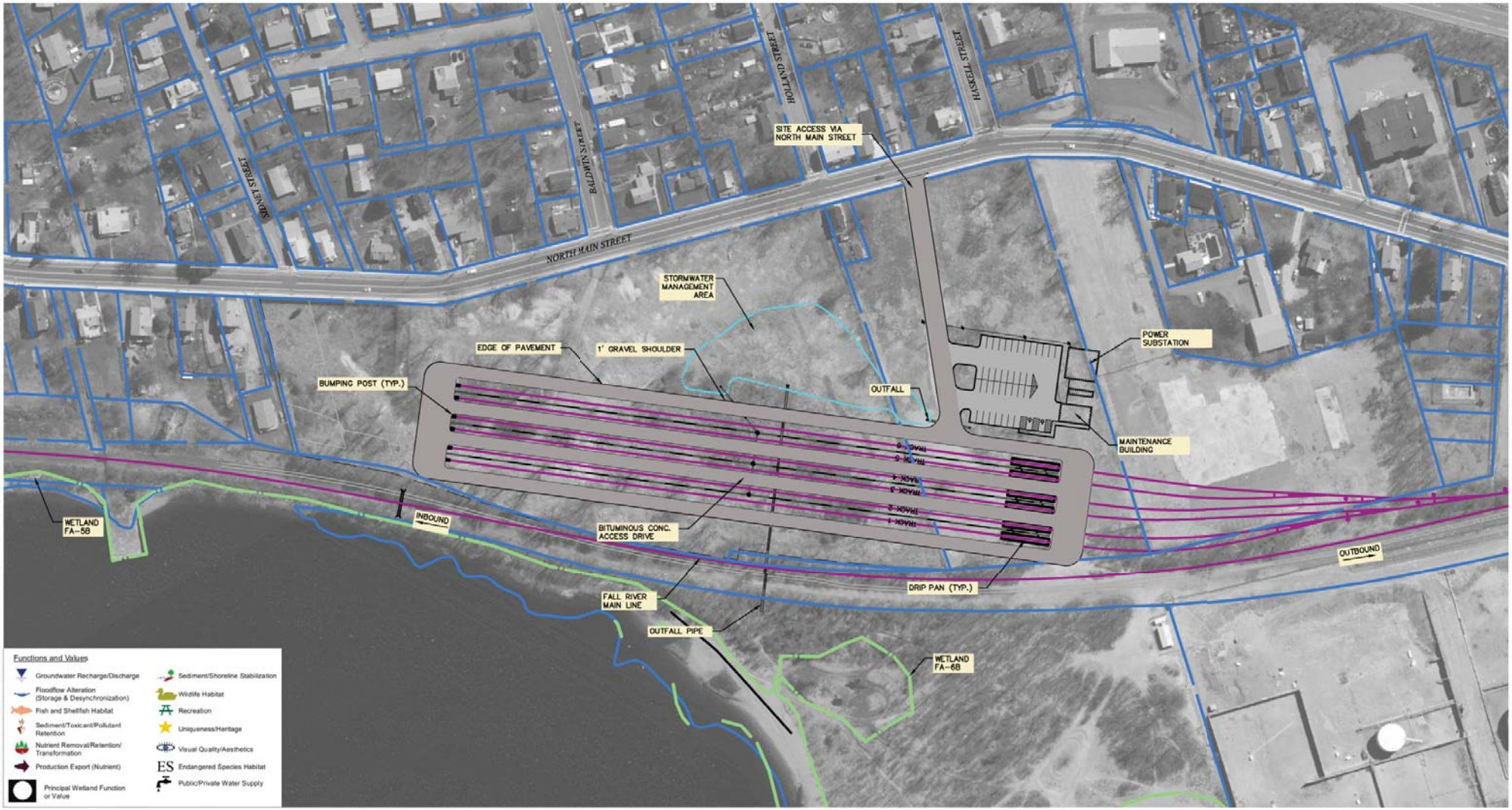
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-25

Dana Street Station

Conceptual Station Design



0 75 150 Feet

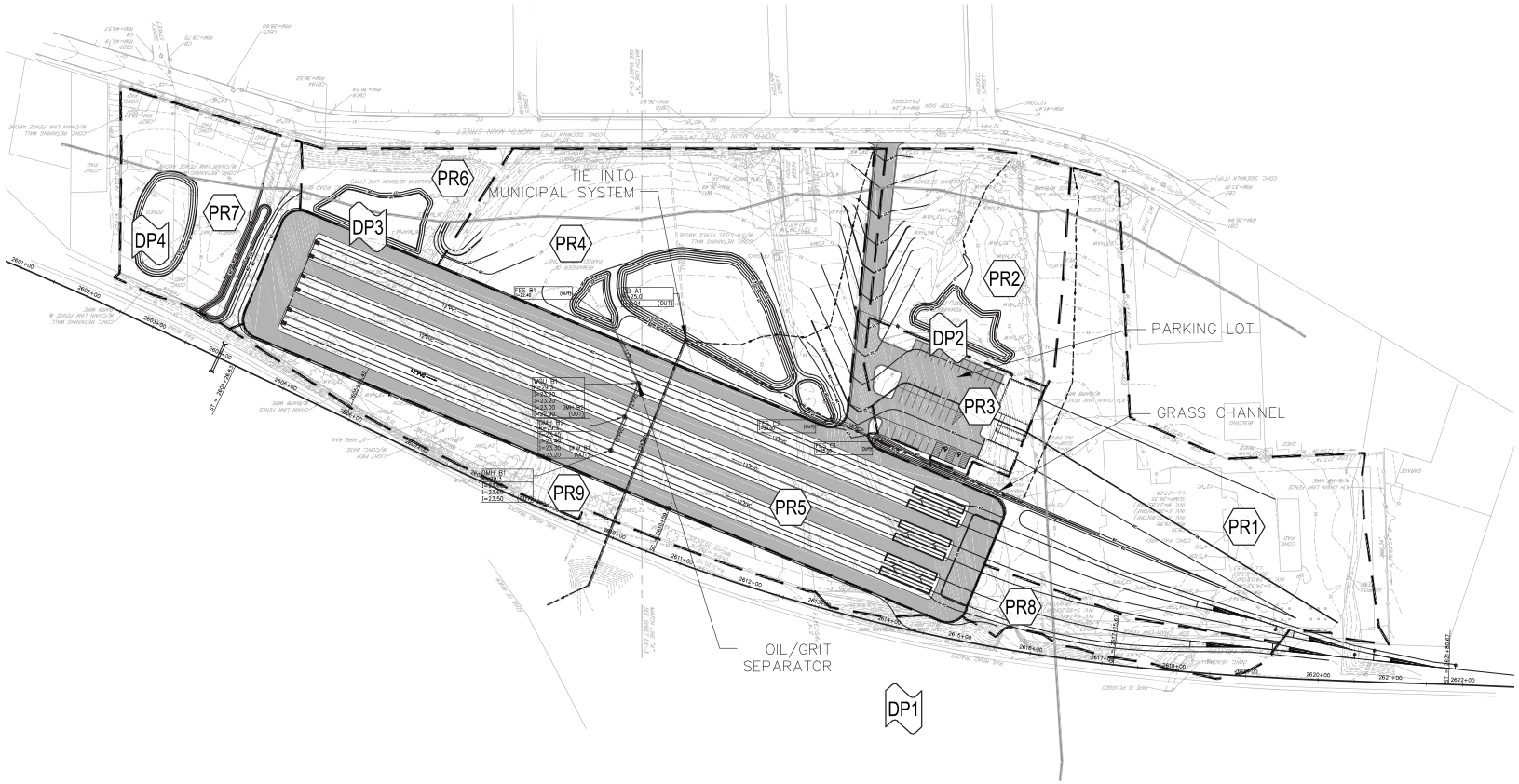
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands
- Impacted Wetlands

Figure 4.17-26a

Weaver's Cove East Layover Facility

Conceptual Facility Design



LEGEND

- SUBCATCHMENT DRAINAGE AREA DESIGNATION
- DESIGN POINT
- DRAINAGE AREA BOUNDARY
- TIME OF CONCENTRATION FLOW LINE
- SOIL TYPE BOUNDARY
- WETLAND BOUNDARY
- ACQUISITION LIMIT
- LIMIT OF WORK

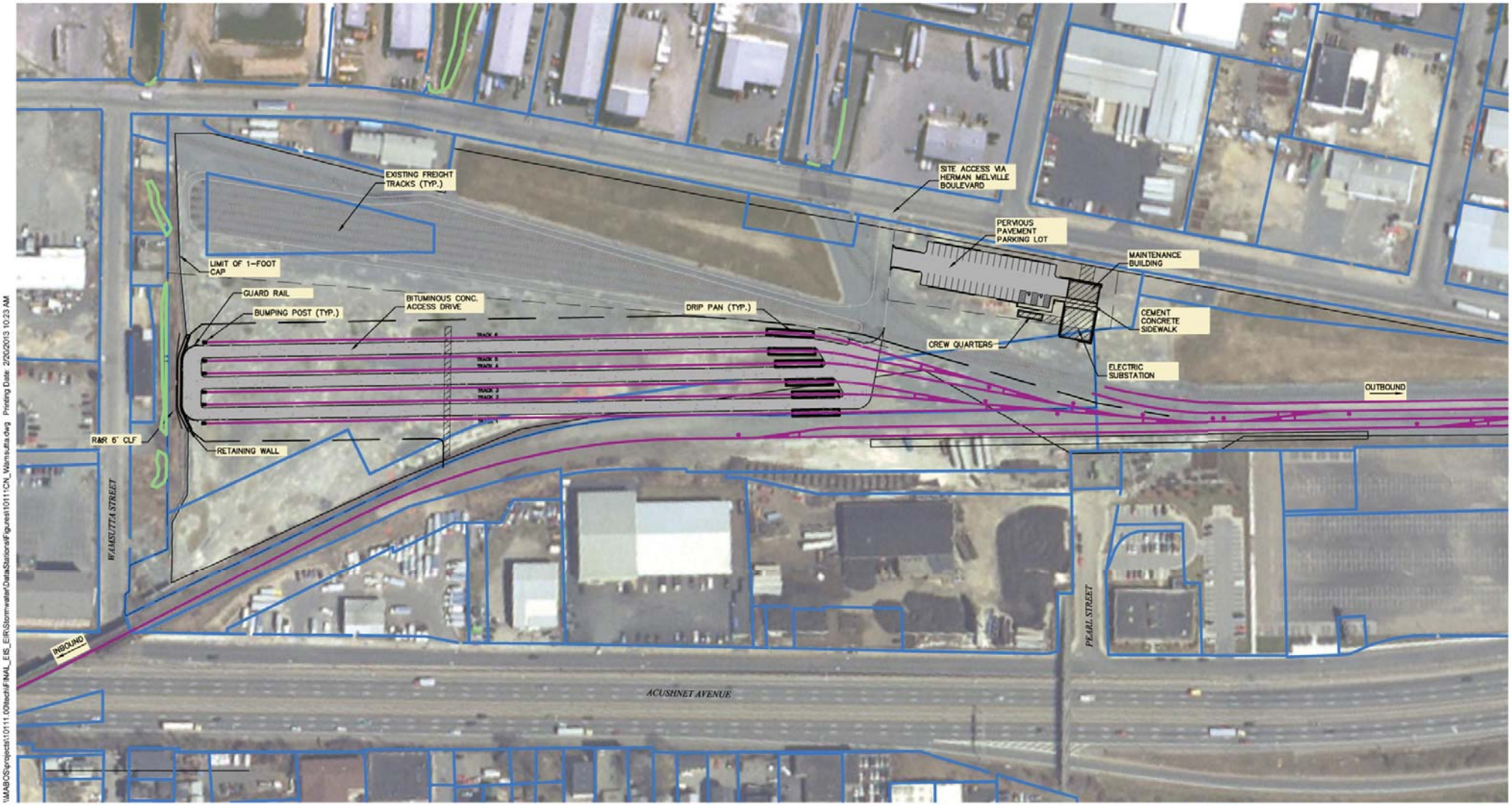
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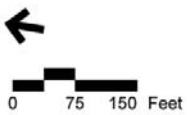
Figure 4.17-26b

Weaver's Cove East Layover Facility

Proposed Conditions Drainage Areas

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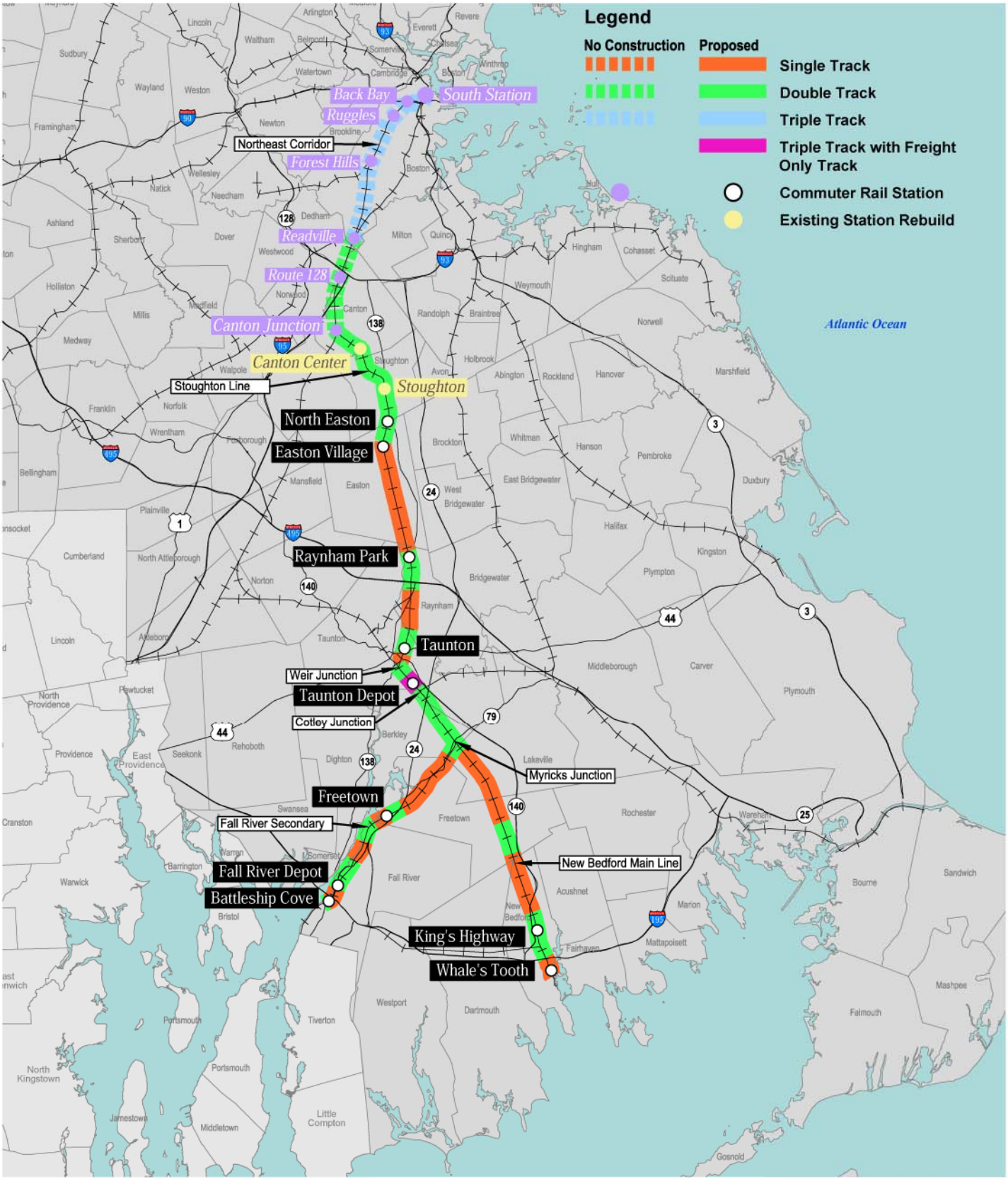




Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property
- Stormwater Management Area
- Limit of Work
- Wetlands

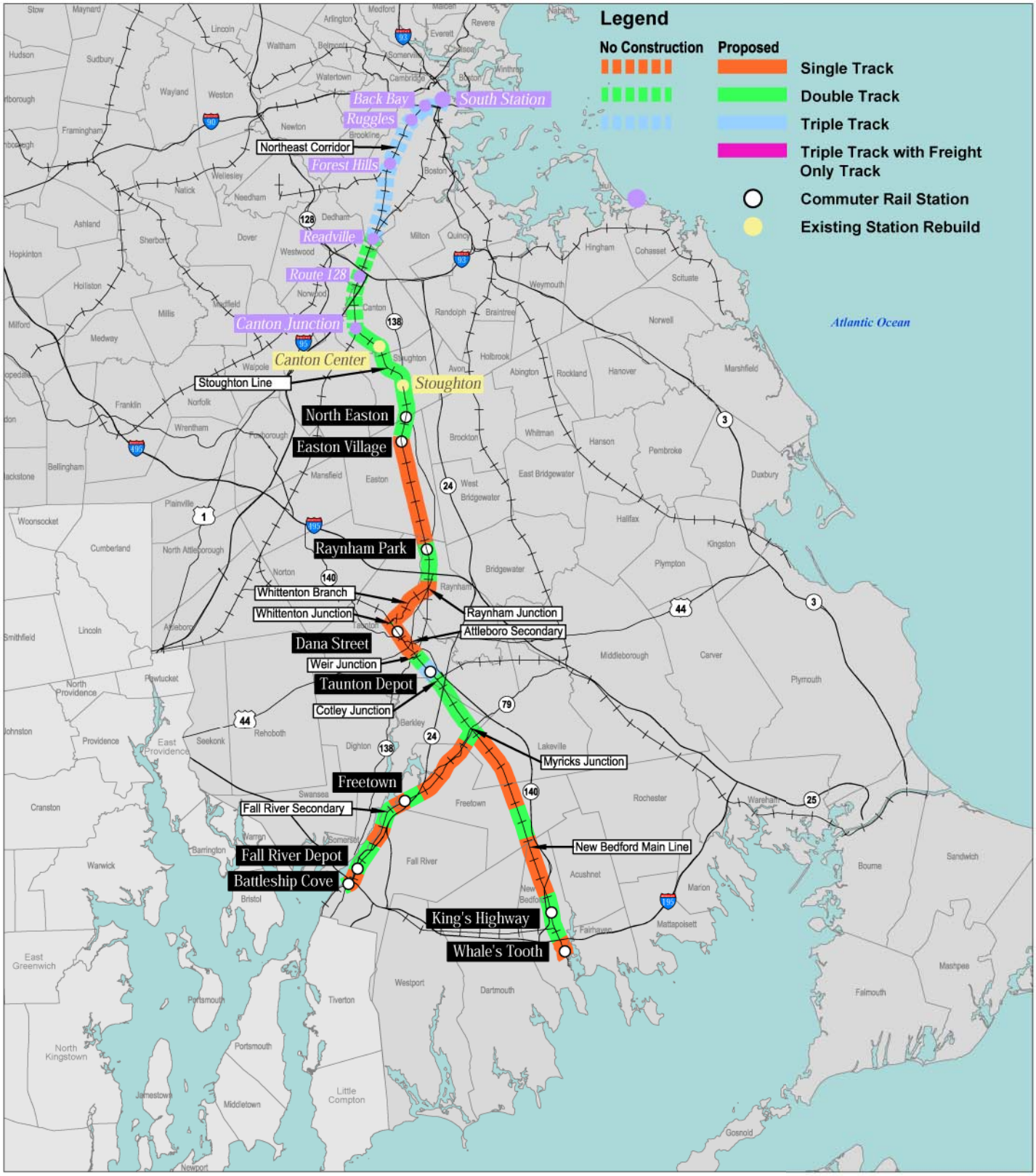
Figure 4.17-27
Wamsutta Layover Facility
Conceptual Facility Design



\\mabosdata\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Stoughton_Construction_Segments.dwg Printing Date: 11/2/2012 2:34 PM

0 4 8 Miles

Figure 4.18-1
Stoughton Alternative



\\mabosdata\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Whittenton_Construction_Segments.dwg Printing Date: 11/2/2012 2:33 PM

0 4 8 Miles

Figure 4.18-2
Stoughton Alternative



Printing Date: 6/5/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

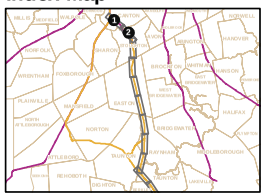


Figure 4.18-3
Coastal Zone Management
Stoughton Line



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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

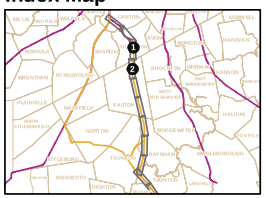
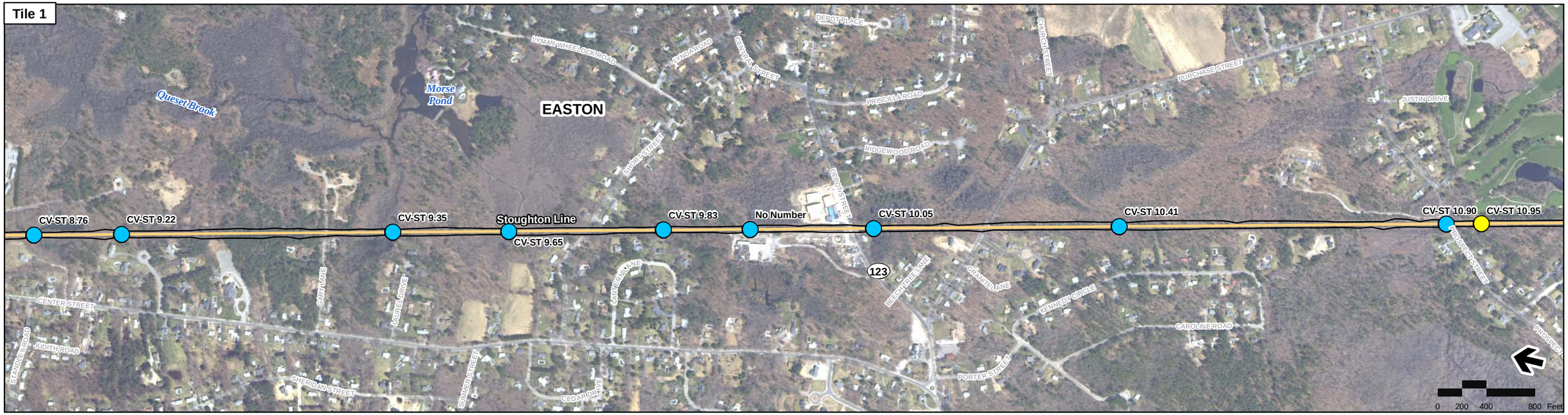


Figure 4.18-4
Coastal Zone Management
Stoughton Line

Tile 1



Tile 2



Printing Date: 2/19/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

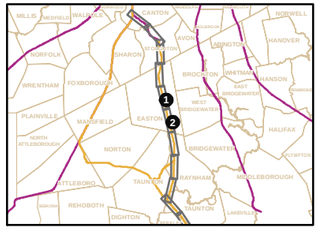
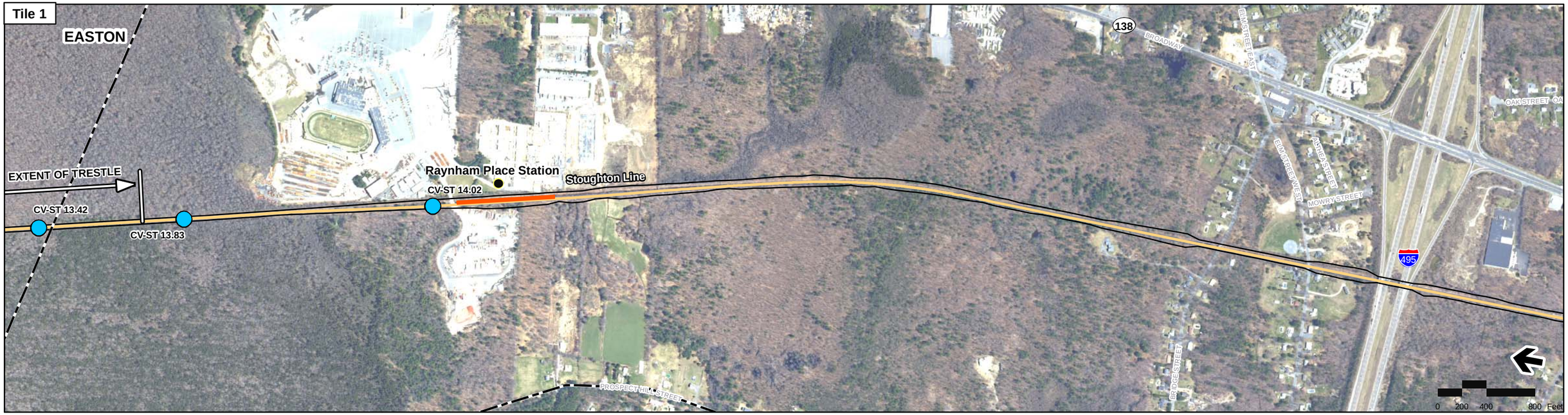


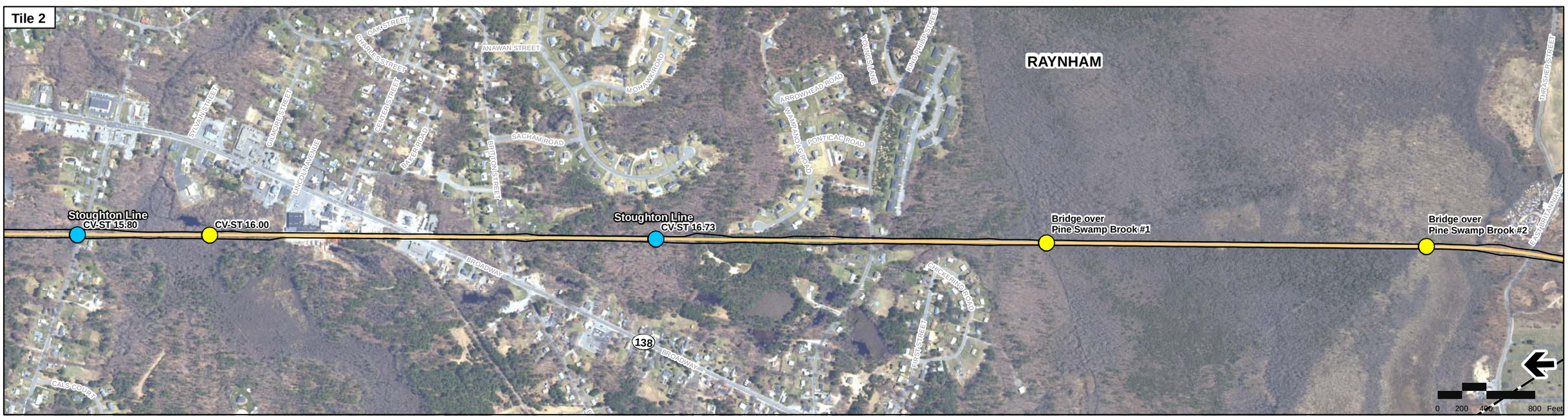
Figure 4.18-5

Coastal Zone Management
Stoughton Line

Tile 1



Tile 2



Printing Date: 2/19/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

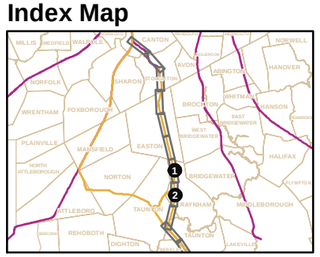
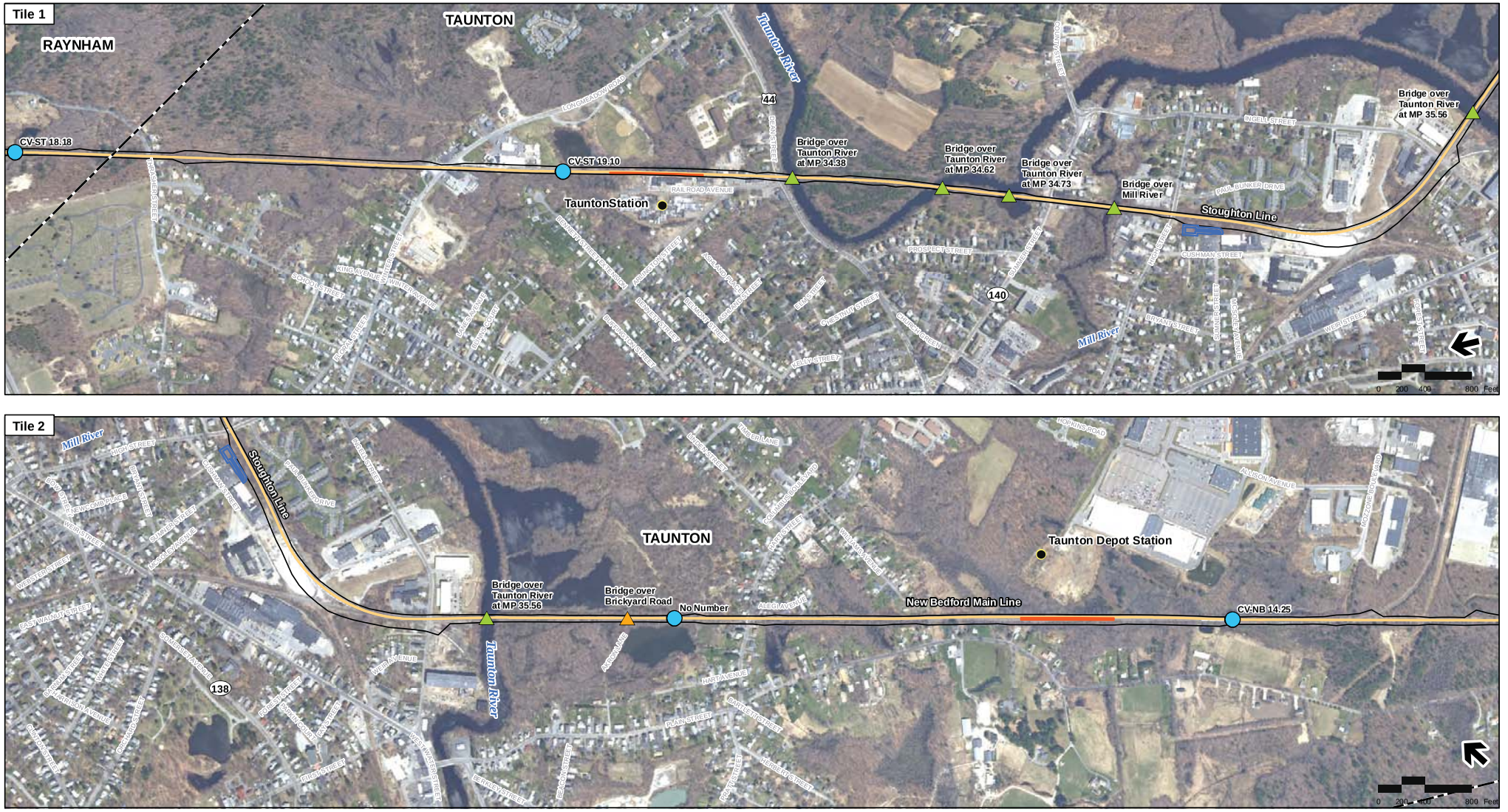


Figure 4.18-6

Coastal Zone Management
Stoughton Line



Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

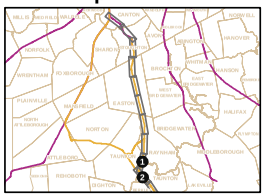
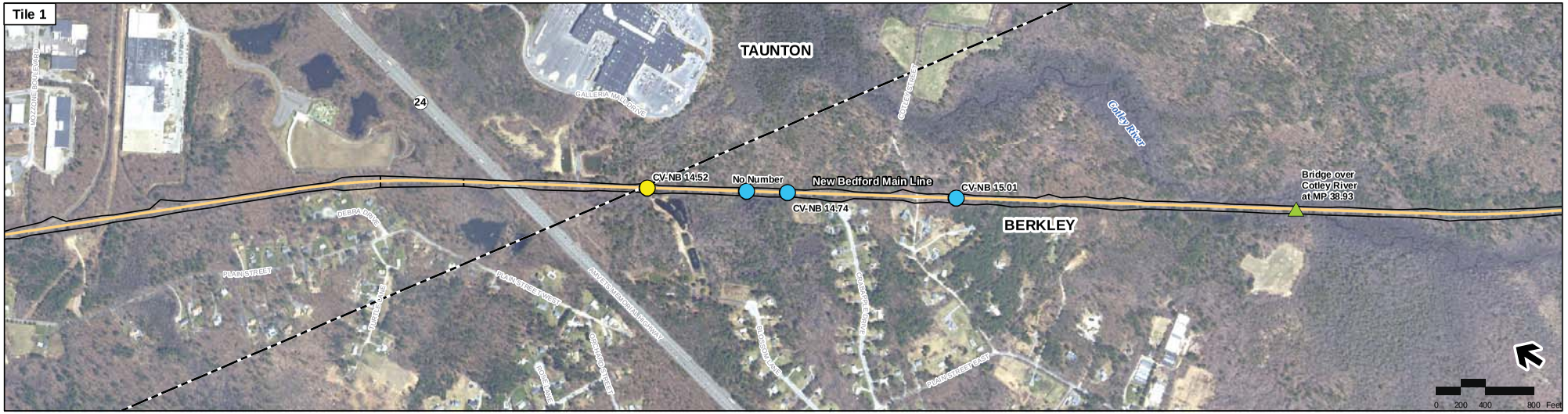


Figure 4.18-7

Coastal Zone Management

Stoughton Line/
New Bedford Main Line

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Printing Date: 6/5/2012
File: \\nabos\projects\10111.00\GIS\project\FEIS\CZM_Chap91\NewBedford_Page1.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

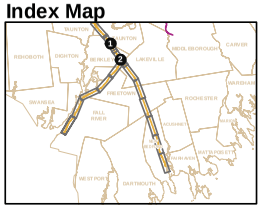
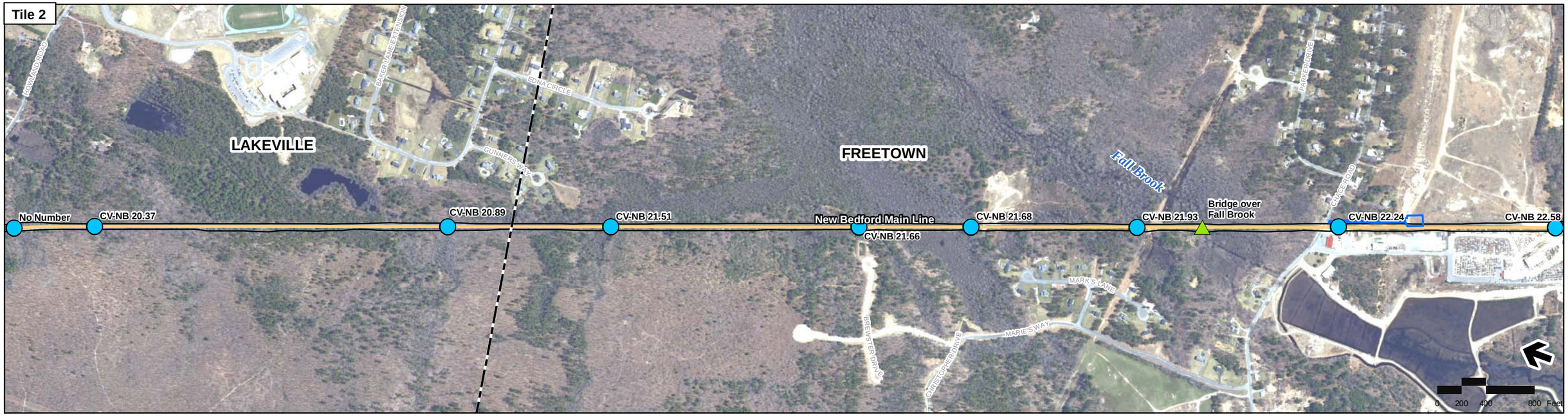


Figure 4.18-8
Coastal Zone Management
New Bedford Main Line

Tile 1



Tile 2



Printing Date: 2/19/2013
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Legend

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- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

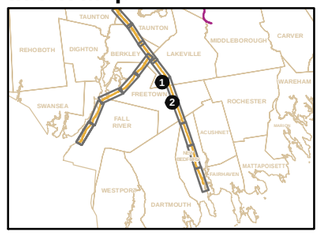


Figure 4.18-9

Coastal Zone Management
New Bedford Main Line

Tile 1



Tile 2



Printing Date: 2/19/2013
File: \\mabos\projects\10111.00\GIS\projectFEIS\CZM_Chap91\NewBedford_Page3.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

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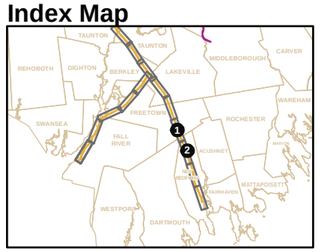
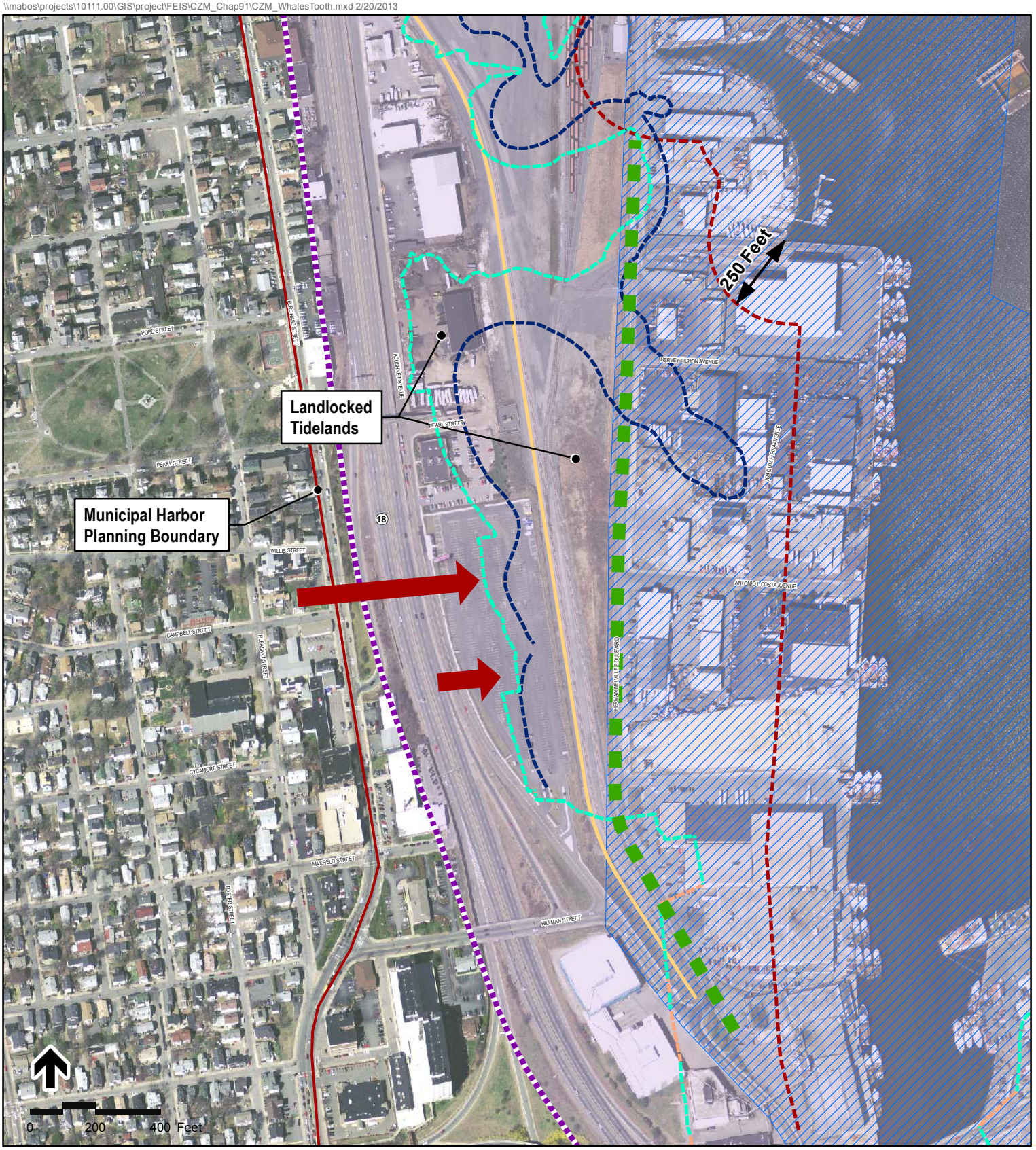


Figure 4.18-10

Coastal Zone Management
New Bedford Main Line

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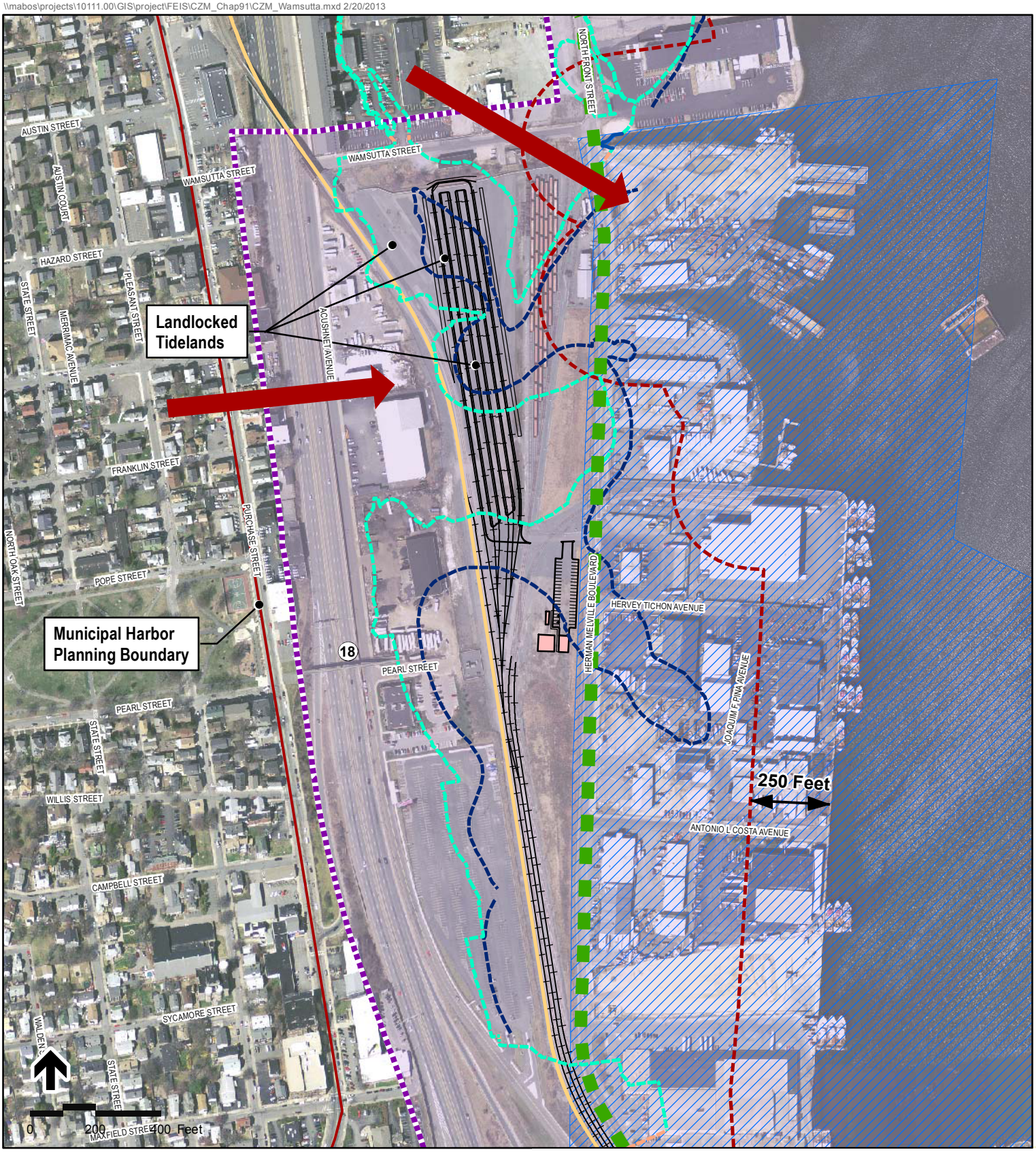


Legend

- Proposed Platform
- Proposed Alternative
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- 250 Foot Offset from Mean High Water
- First Intervening Public Way
- New Bedford/Fairhaven Designated Port Area
- The Massachusetts Coastal Zone
- Waterfront Views

Figure 4.18-11

Coastal Zone and Chapter 91 Jurisdiction Whale's Tooth Station

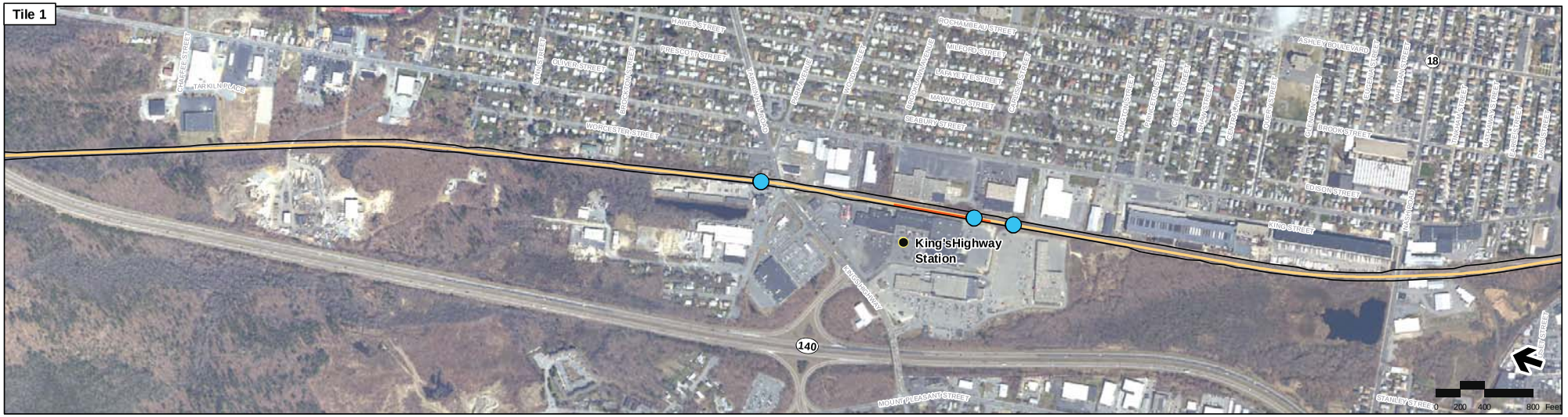


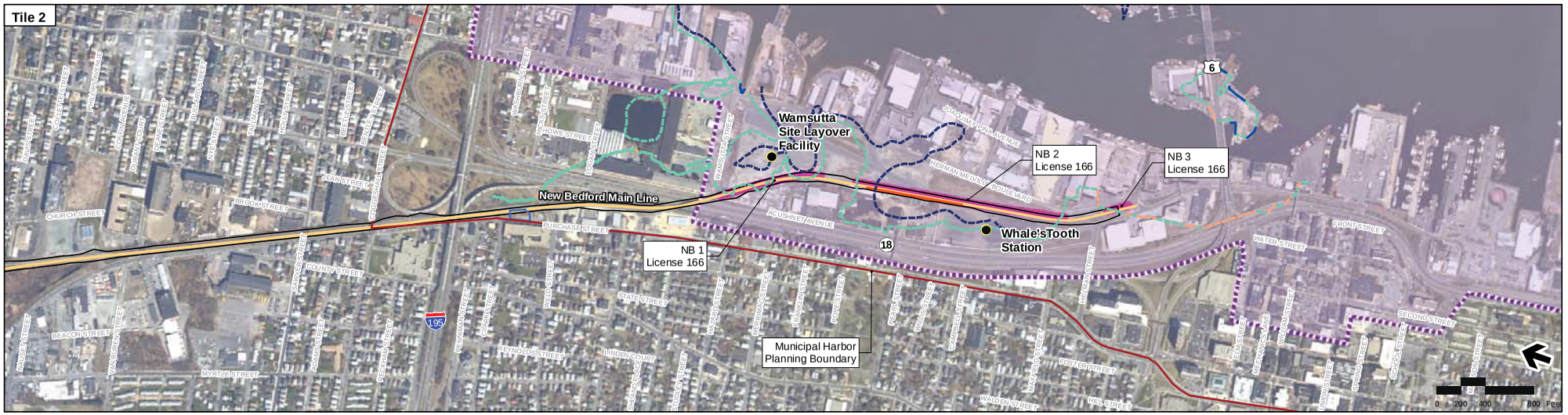
Legend

- Proposed Layover Building
- Proposed Layover Facility
- Proposed Alternative
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- 250 Foot Offset from Mean High Water
- First Intervening Public Way
- New Bedford/Fairhaven Designated Port Area
- The Massachusetts Coastal Zone
- Waterfront Views

Figure 4.18-12

Coastal Zone and Chapter 91 Jurisdiction Wamsutta Layover Facility





Printing Date: 6/5/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

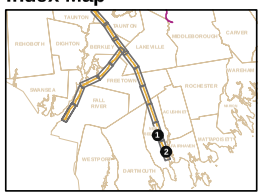


Figure 4.18-13
Coastal Zone Management
New Bedford Main Line





Printing Date: 6/5/2012
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

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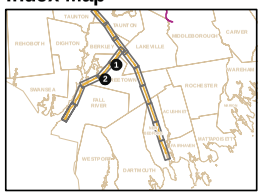
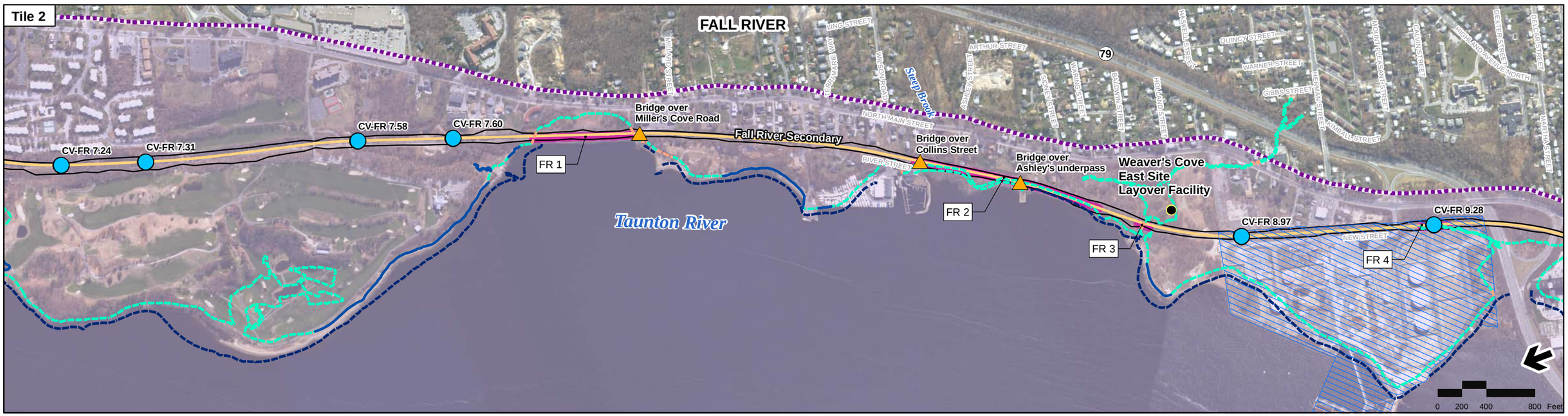


Figure 4.18-14
Coastal Zone Management
Fall River Secondary

Tile 1



Tile 2



Printing Date: 3/15/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Mt. Hope Bay Designated Port Area
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

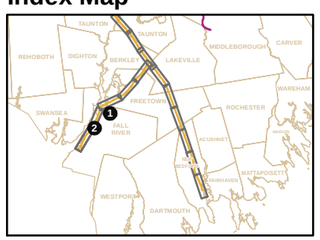
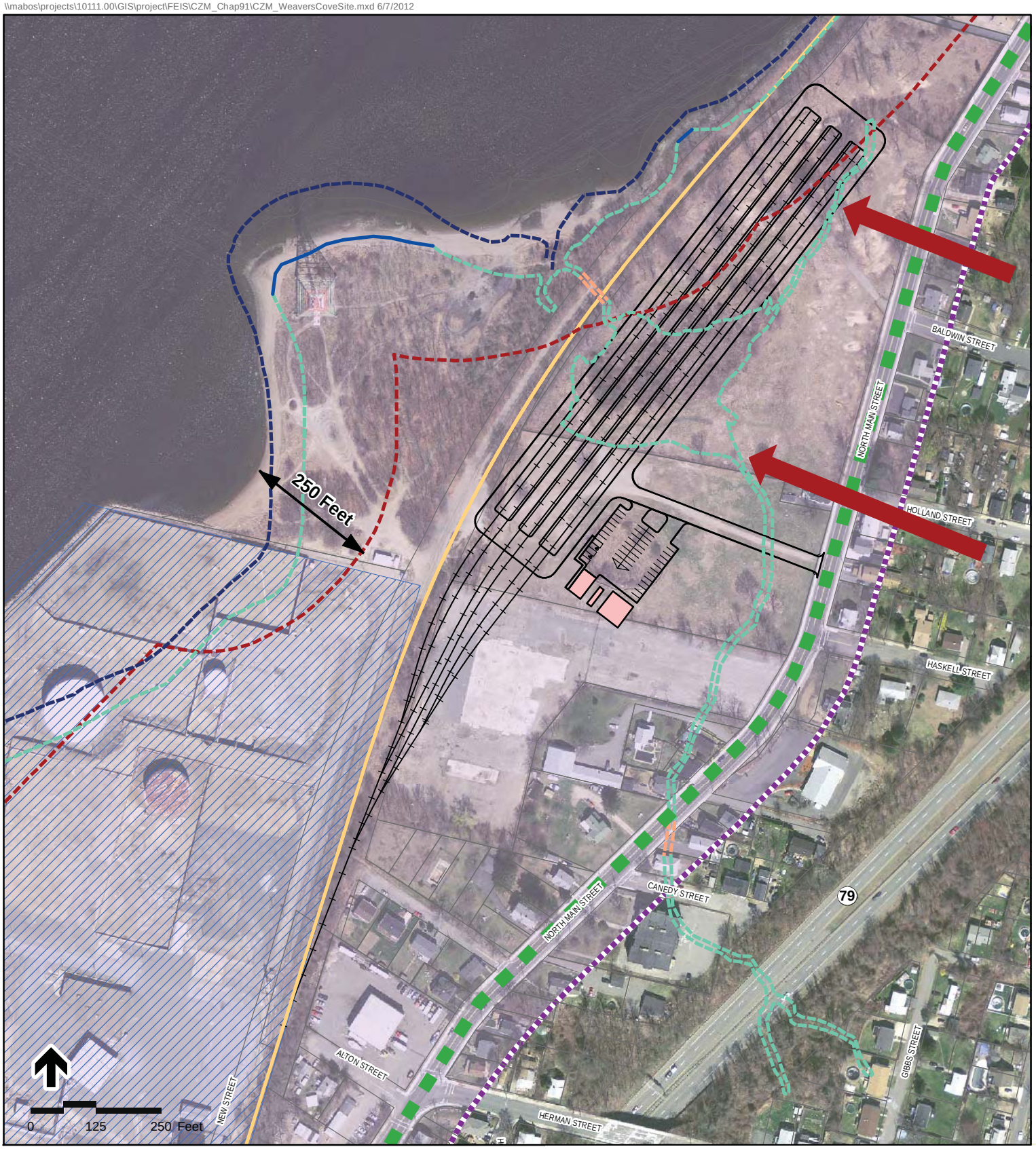


Figure 4.18-15

Coastal Zone Management
Fall River Secondary

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Legend

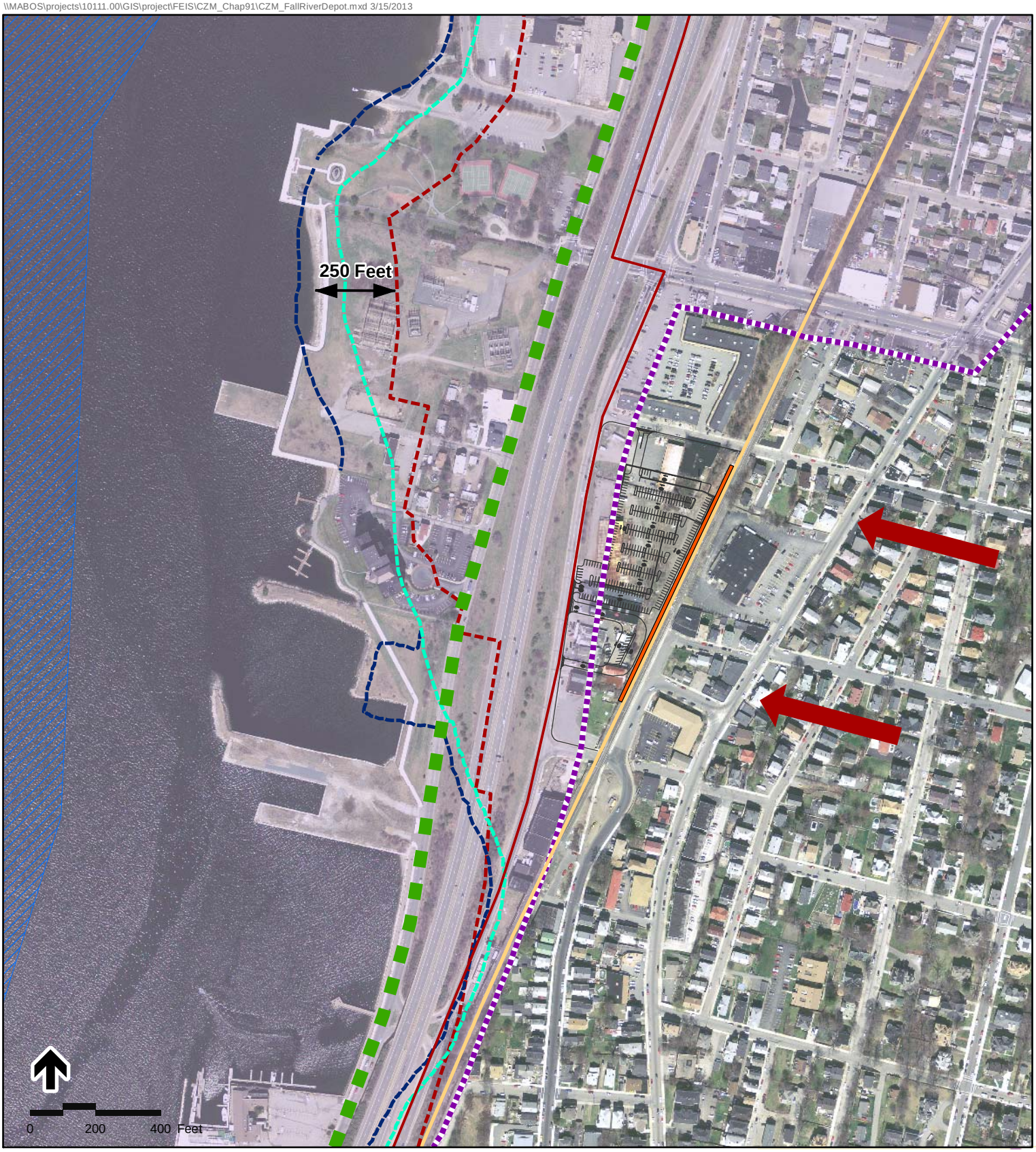
- Proposed Layover Building
- Proposed Layover Facility
- Proposed Alternative
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- 250 Foot Offset from Mean High Water
- First Intervening Public Way
- Mount Hope Bay Designated Port Area
- The Massachusetts Coastal Zone
- Waterfront Views

Figure 4.18-16

Coastal Zone and Chapter 91 Jurisdiction

Weaver's Cove East Layover Facility

\\MABOS\projects\10111.00\GIS\project\FEIS\CZM_Chap91\CZM_FallRiverDepot.mxd 3/15/2013



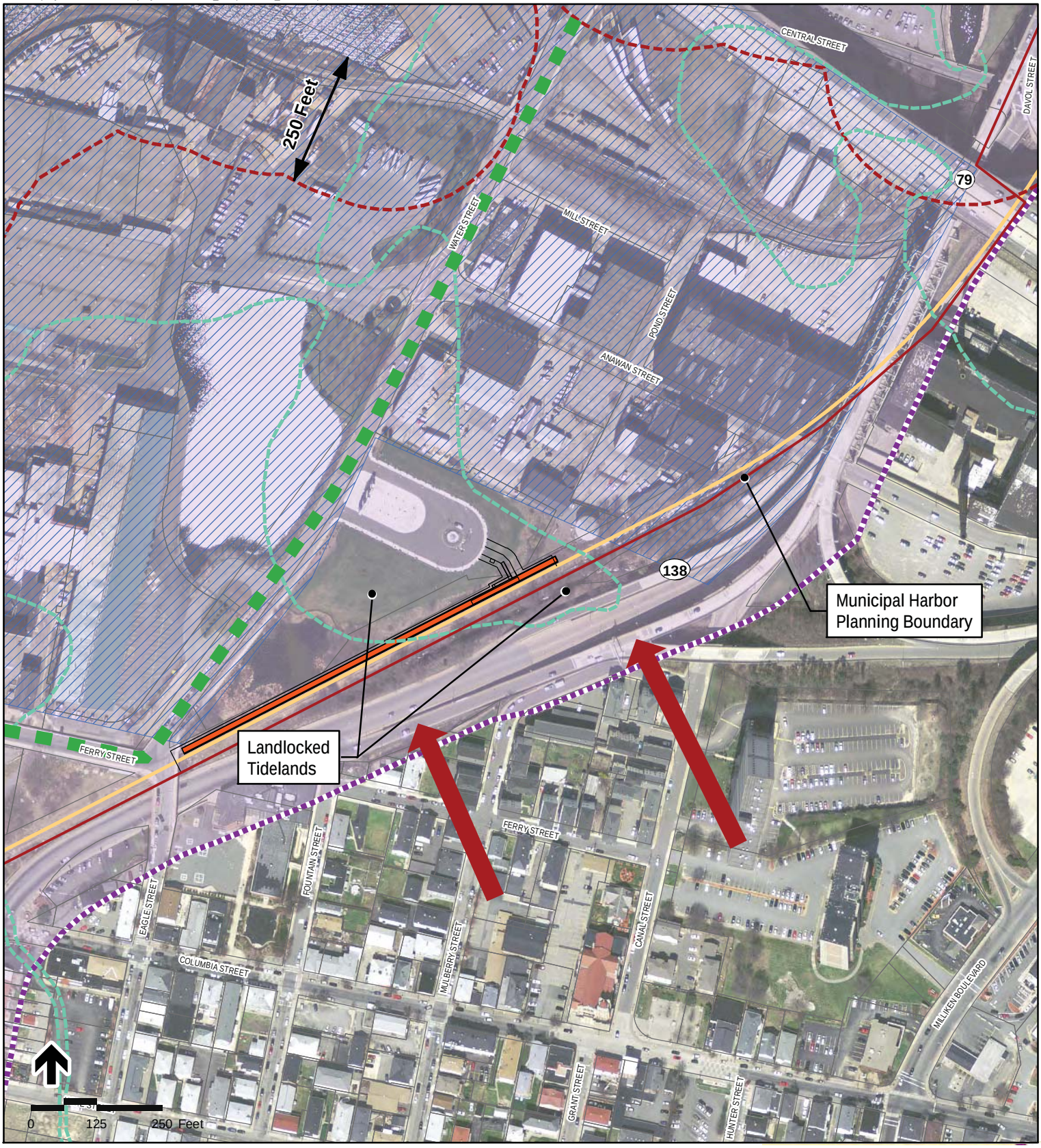
Legend

- Proposed Platform
- Proposed Alternative
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- 250 Foot Offset from Mean High Water
- First Intervening Public Way
- Mount Hope Bay Designated Port Area
- The Massachusetts Coastal Zone
- Waterfront Views

Figure 4.18-17

Coastal Zone and Chapter 91 Jurisdiction Fall River Depot Station

\\mabos\projects\10111.00\GIS\project\FEIS\CZM_Chap91\CZM_BattleshipCove.mxd 6/7/2012



Legend

- Proposed Platform
- Proposed Alternative
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- 250 Foot Offset from Mean High Water
- First Intervening Public Way
- Mount Hope Bay Designated Port Area
- The Massachusetts Coastal Zone
- Waterfront Views

Figure 4.18-18
Coastal Zone and Chapter 91 Jurisdiction
Battleship Cove Station

Tile 1

FALL RIVER

FR 6
License 2648

CV-FR-11.65

CV-FR-11.43

FR 7
License 2067

Battleship Cove Station

Bridge over channel
near Battleship Cove

Municipal Harbor
Planning Boundary

Fall River Depot Station

FR 5
License 470X

Taunton River

0 200 400 800 Feet

Printing Date: 3/15/2013
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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- Limit of Disturbance (LOD)
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- The Massachusetts Coastal Zone
- Mt. Hope Bay Designated Port Area
- Bridge
- Bridge - 91 Jurisdiction
- Culvert
- Culvert - 91 Jurisdiction

Index Map

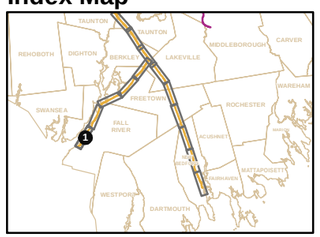
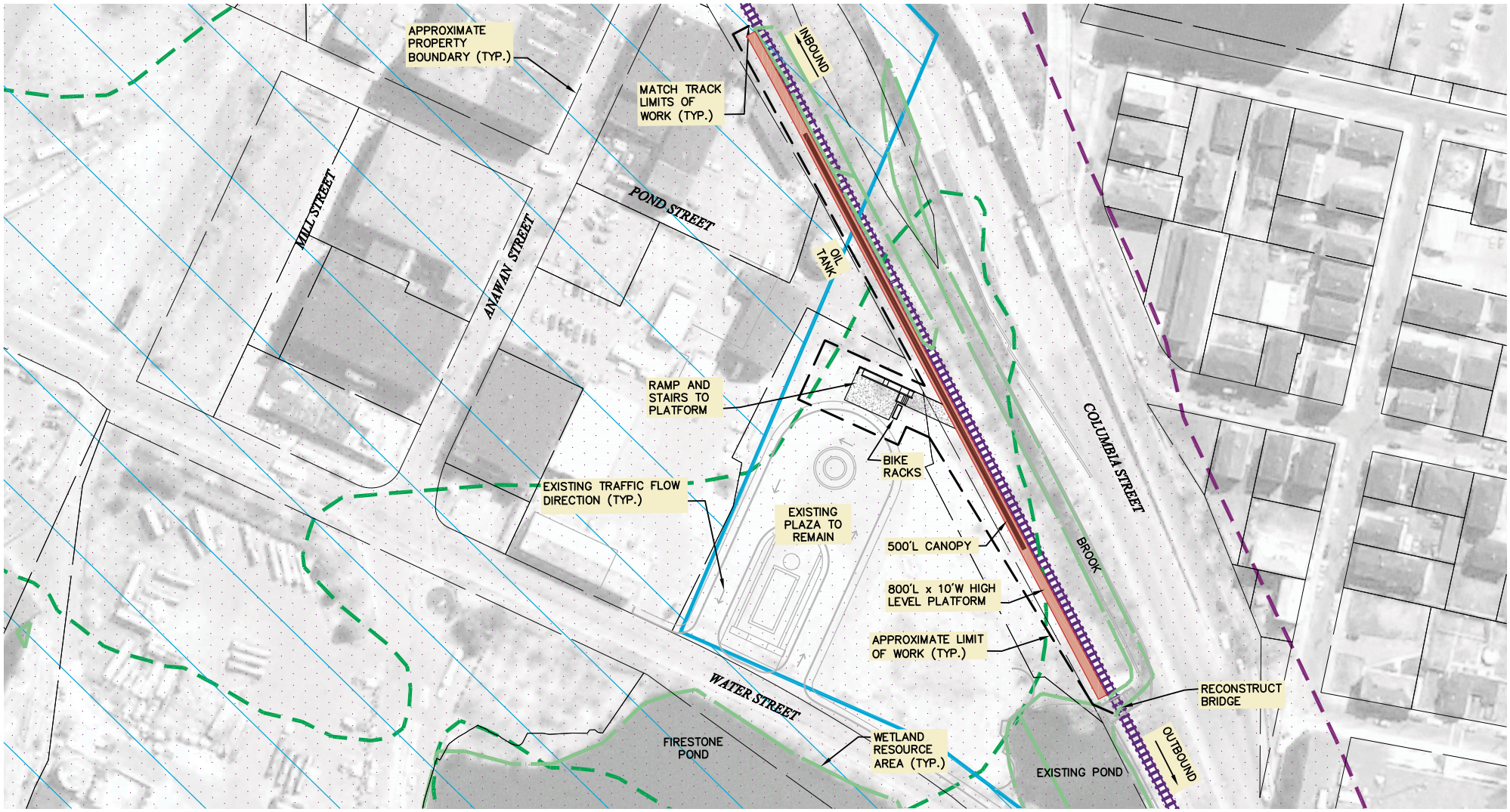


Figure 4.18-19

Coastal Zone Management
Fall River Secondary



\\mabos\projects\10111.00\cad\A-prjdwg\SCR_2008_Stations\Fall River - Battleship Cove\10111_BattleshipCove.dwg Printing Date: 9/4/2009

Parking Summary Chart

STANDARD SPACES	0
ACCESSIBLE SPACES	0
DROPOFF SPACES	0
TOTAL SPACES	0

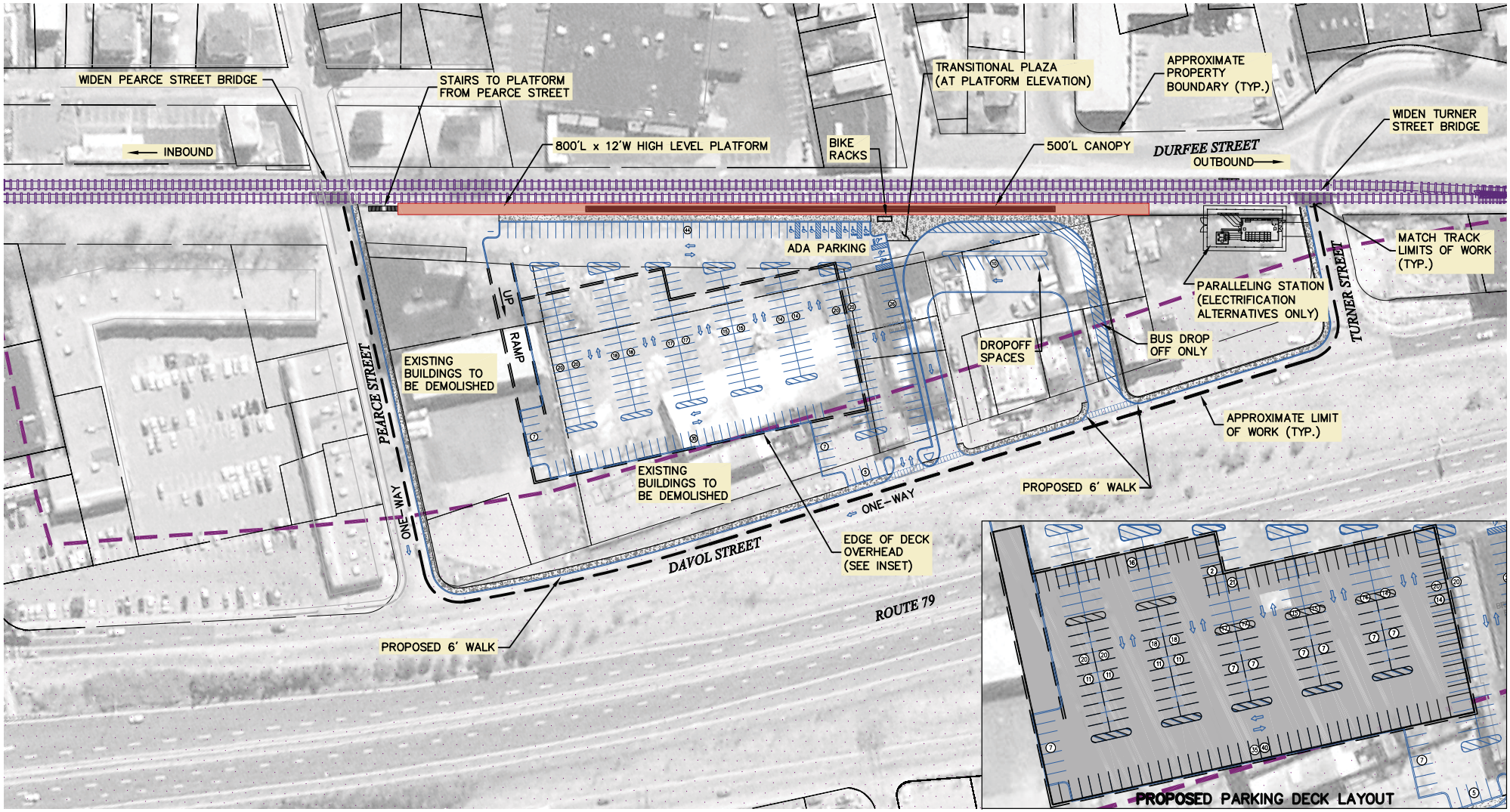
0 50 100 Feet

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- The Massachusetts Coastal Zone
- Mount Hope Bay Designated Port Area
- Historic High Water

Figure 4.18-20

Conceptual Layout of Battleship Cove Station



\\mabos\projects\10111.00\cad\A-prjdwg\SCR_2008_Stations\Fall River - Fall River Depot\10111_FallRiverDepot.dwg Printing Date: 9/3/2009

Parking Summary Chart

STANDARD SPACES	502
ACCESSIBLE SPACES	11
DROPOFF SPACES	10
TOTAL SPACES	523

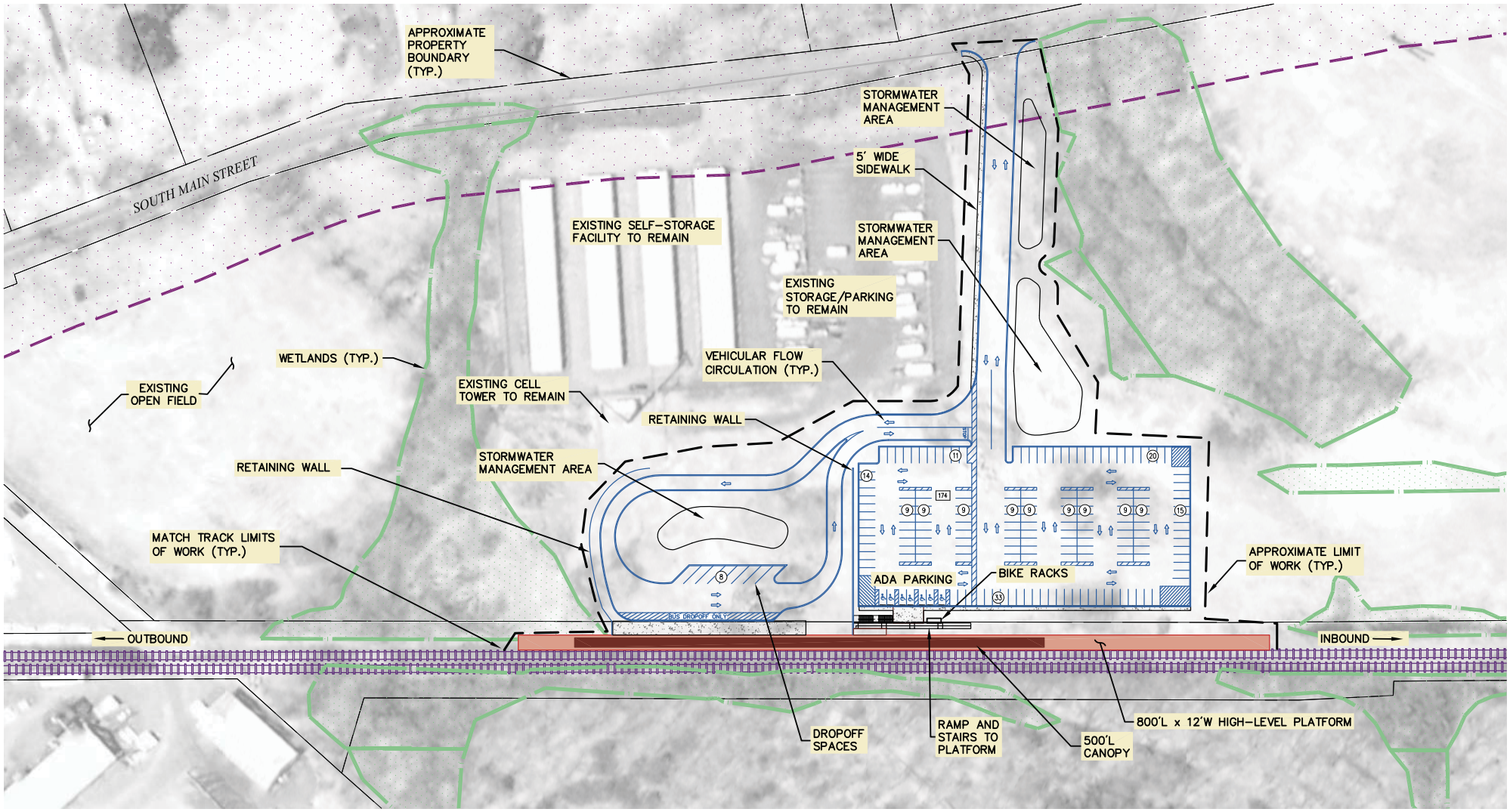
0 50 100 Feet

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- The Massachusetts Coastal Zone

Figure 4.18-21

Conceptual Layout of Fall River Depot Station



\\mabos\projects\10111.00\cad\A-pd\dwg\SCR_2008_Stations\Freetown - Freetown\10111_FreetownStation.dwg Printing Date: 9/3/2009

Parking Summary Chart

STANDARD SPACES	167
ACCESSIBLE SPACES	7
DROPOFF SPACES	8
TOTAL SPACES	182

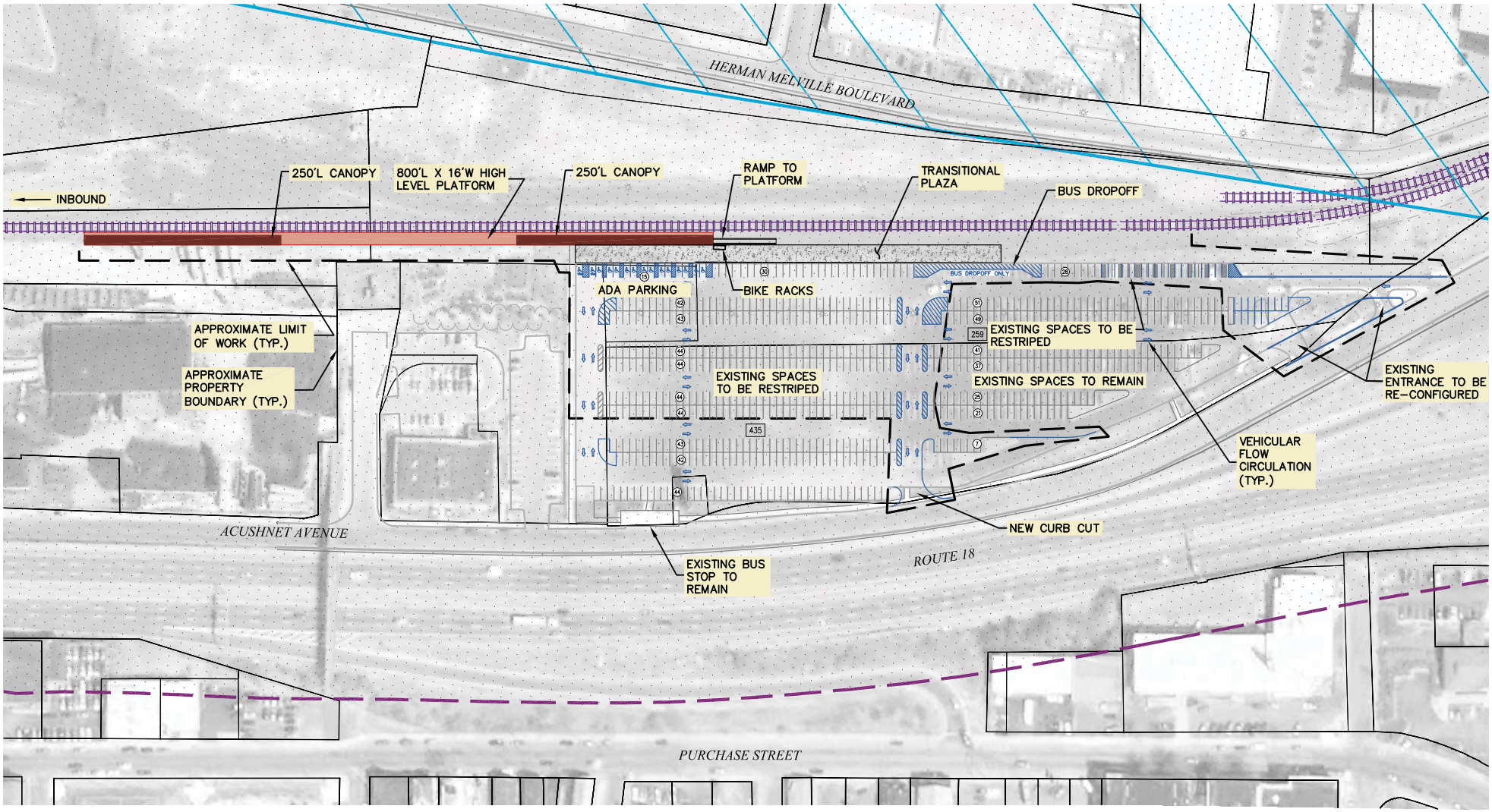
0 50 100 Feet

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Existing Track*
- *Wetland*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*
- *The Massachusetts Coastal Zone*

Figure 4.18-22

Conceptual Layout of Freetown Station



\\MABOS\projects\10111.00\cadd\A-prj\dwg\SCR_2008_Stations\New Bedford - Whales Tooth\10111_NewBedford_WhalesTooth.dwg Printing Date: 9/4/2009

Parking Summary Chart	
STANDARD SPACES	679
ACCESSIBLE SPACES	15
DROPOFF SPACES	0
TOTAL SPACES	694

0 60 120 Feet

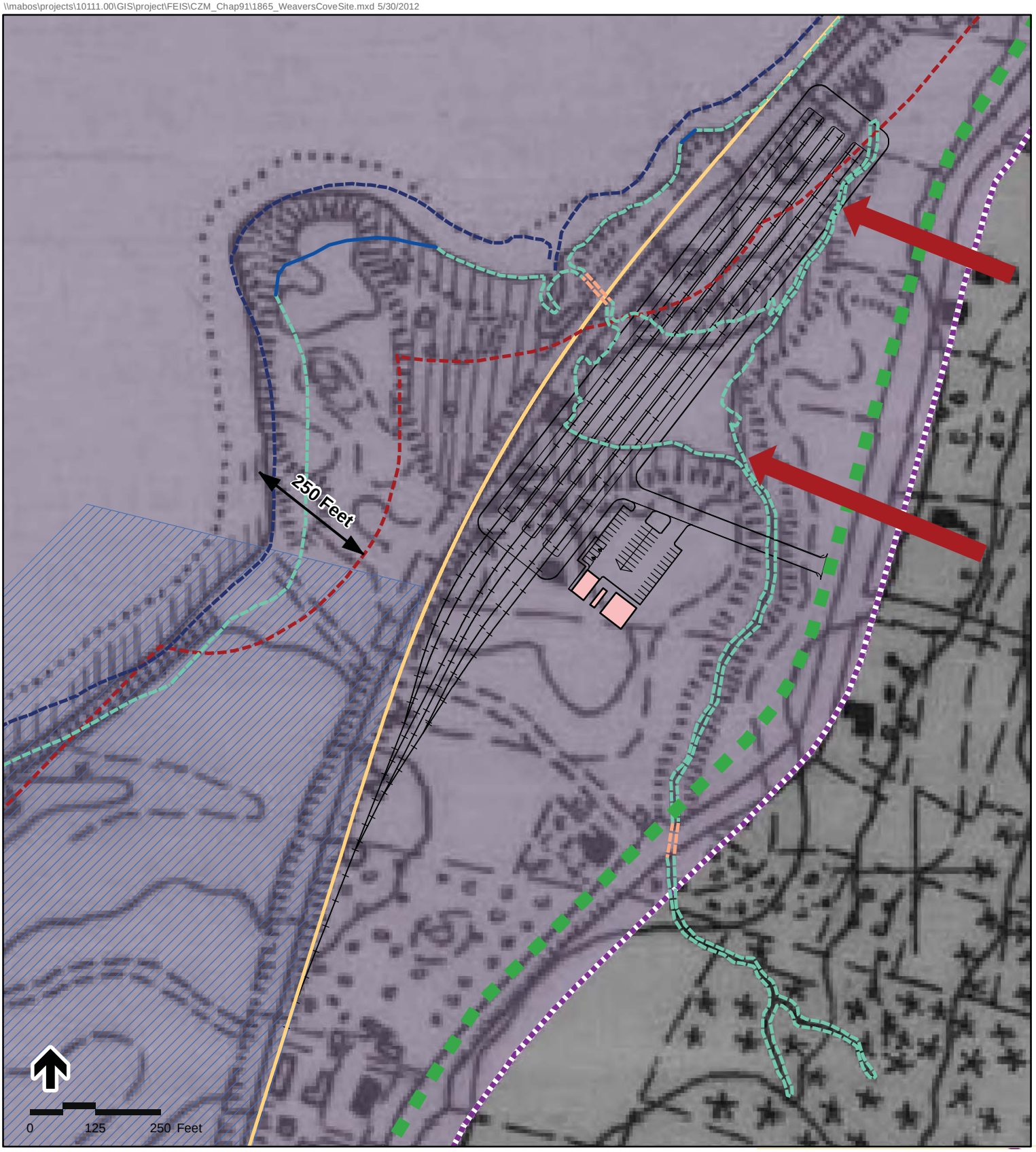
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- The Massachusetts Coastal Zone
- Mount Hope Bay Designated Port Area

Figure 4.18-23

Conceptual Layout of Whale's Tooth Station

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Legend

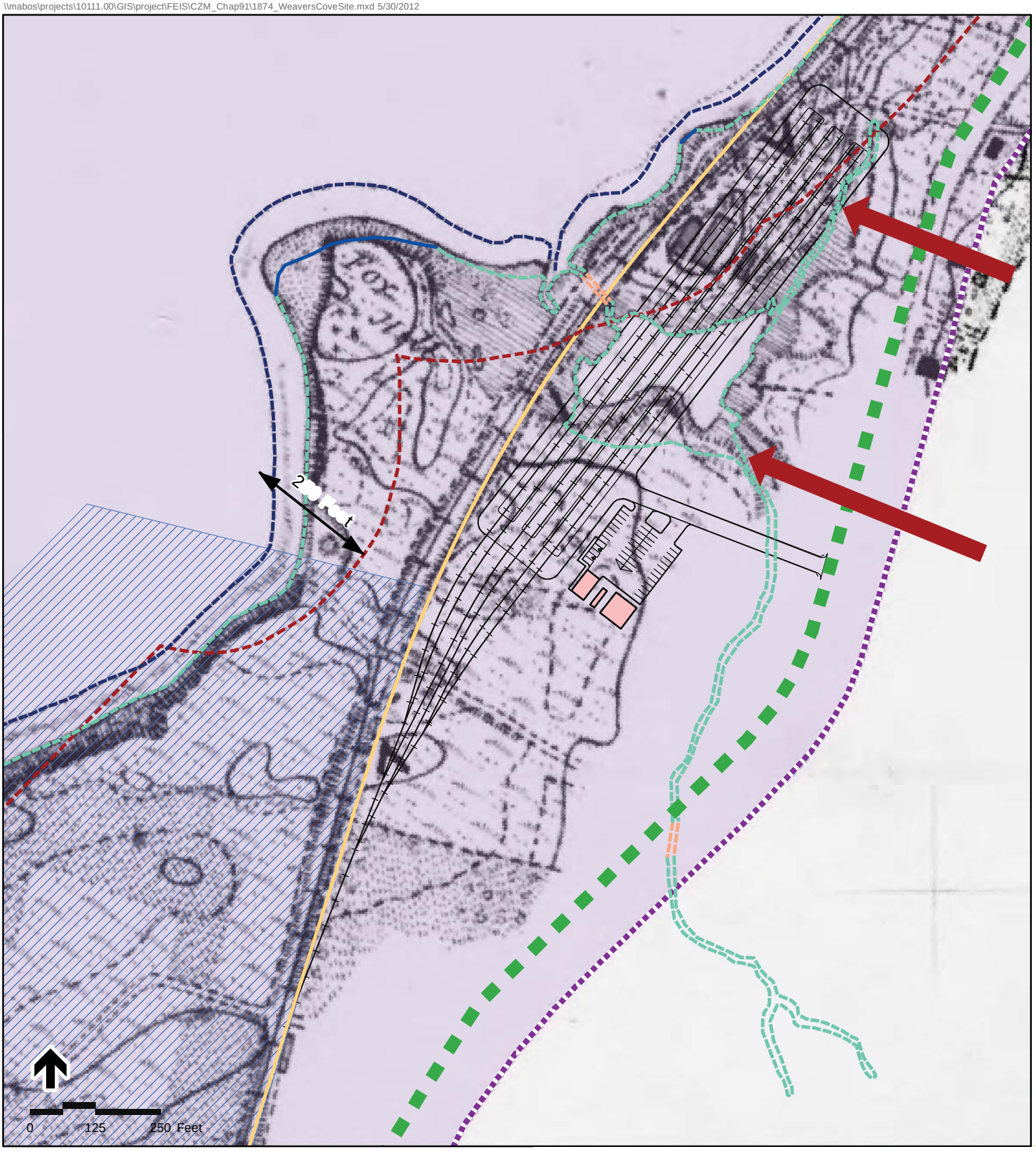
- Proposed Layover Building
- Proposed Layover Facility
- Proposed Alternative
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- 250 Foot Offset from Mean High Water
- First Intervening Public Way
- Mount Hope Bay Designated Port Area
- The Massachusetts Coastal Zone
- Waterfront Views

Figure 4.18-24

Weaver's Cove East Layover Facility

1865 Historic Shoreline

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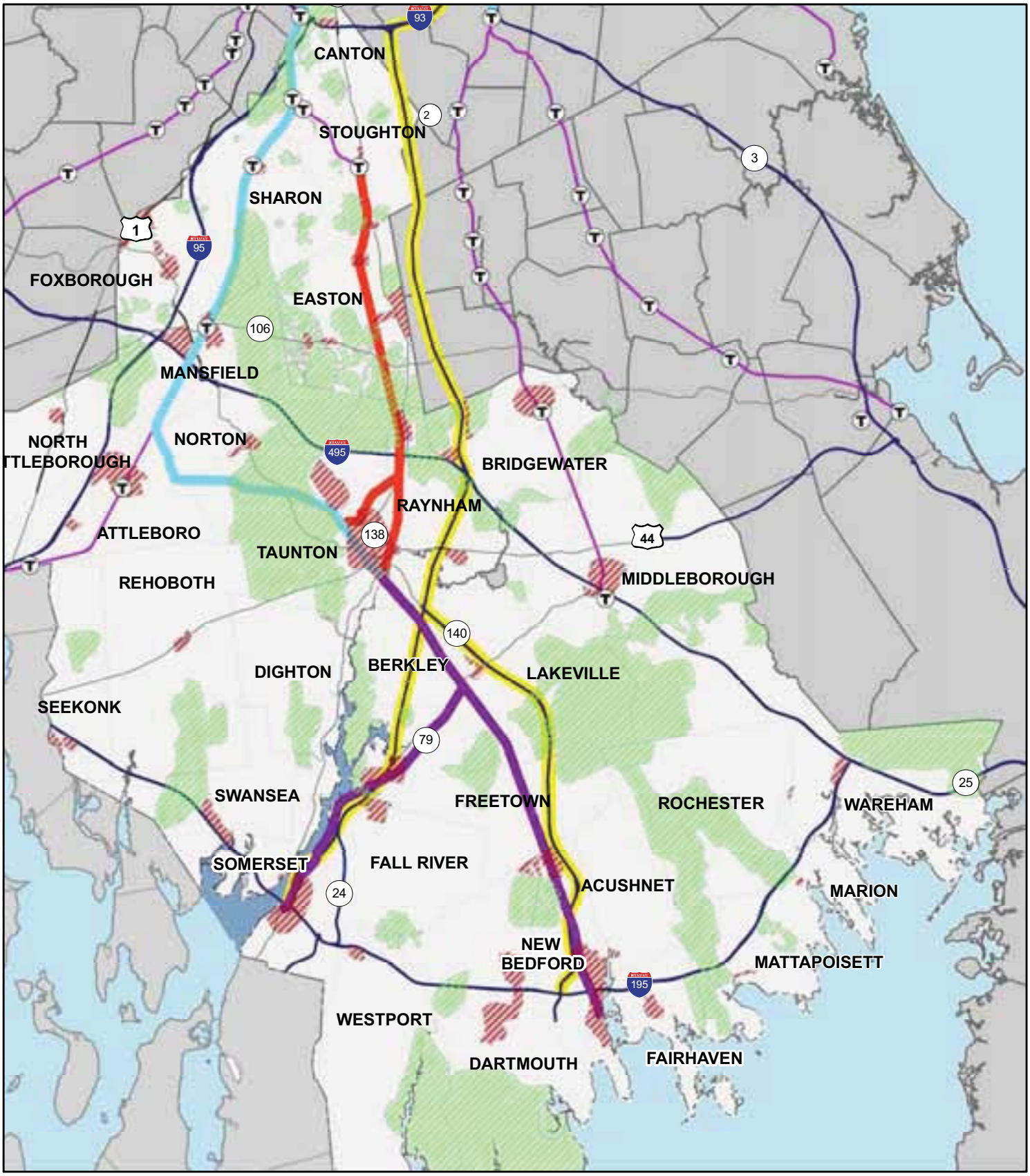
Proposed Layover Building
Proposed Layover Facility
Proposed Alternative

Contemporary High Water
Historic High Water
Historic Low Water
Inferred Historic Shoreline

250 Foot Offset from Mean High Water
First Intervening Public Way
Mount Hope Bay Designated Port Area
The Massachusetts Coastal Zone

Waterfront Views

Figure 4.18-25
Weaver's Cove East Layover Facility
1744 Historic Shoreline



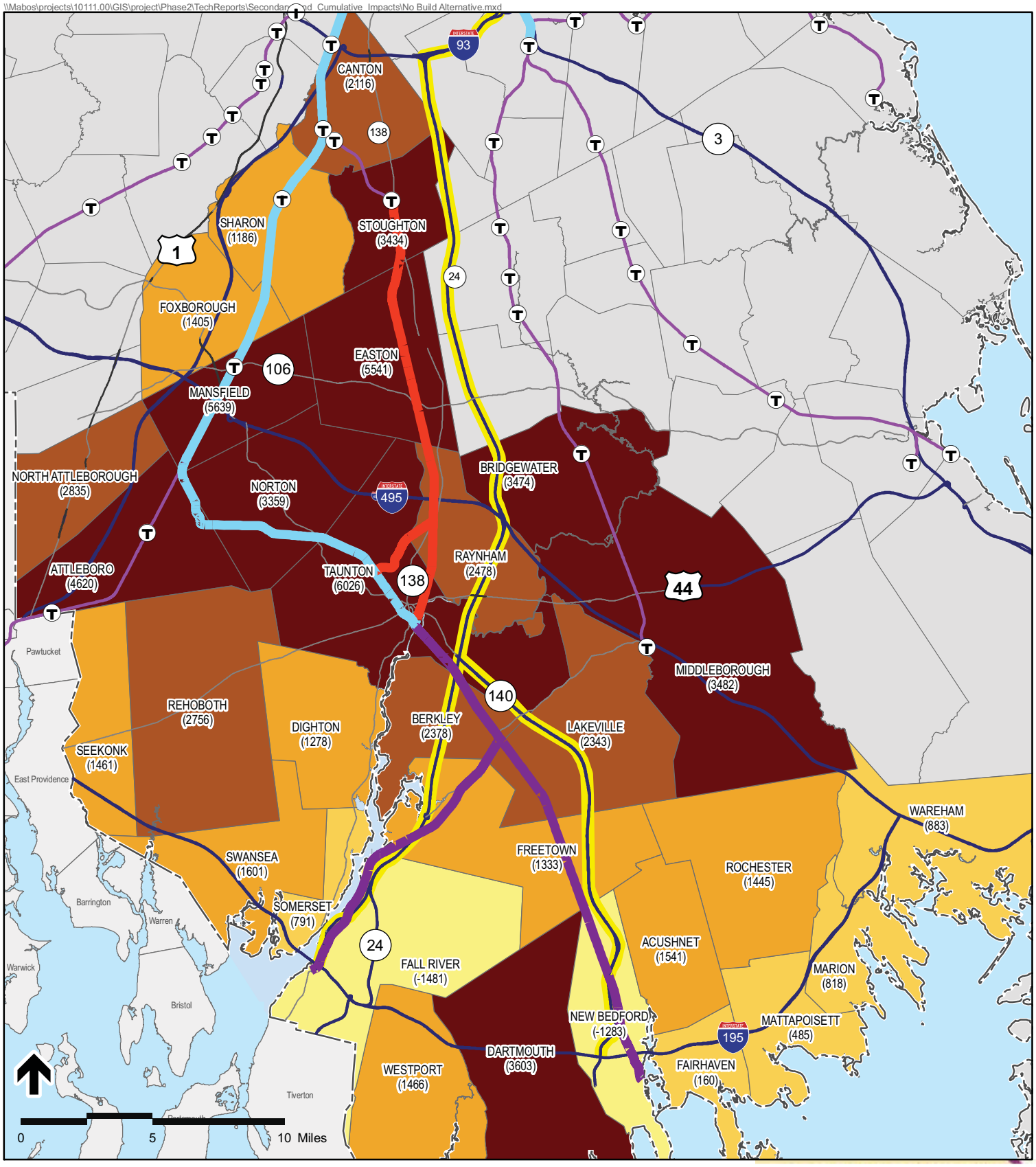
Source:\\mabos\projects\10111.00\GIS\project\Secondary\Regional_Area.mxd

Legend

- Attleboro Alternative
- Southern Triangle
- Stoughton Alternative
- Rapid Bus Alternative
- PDA
- PPA

Figure 5-1

South Coast Region Priority Development / Protection Areas



Legend

- Attleboro Alternative
- Southern Triangle
- Stoughton Alternative
- Rapid Bus Alternative

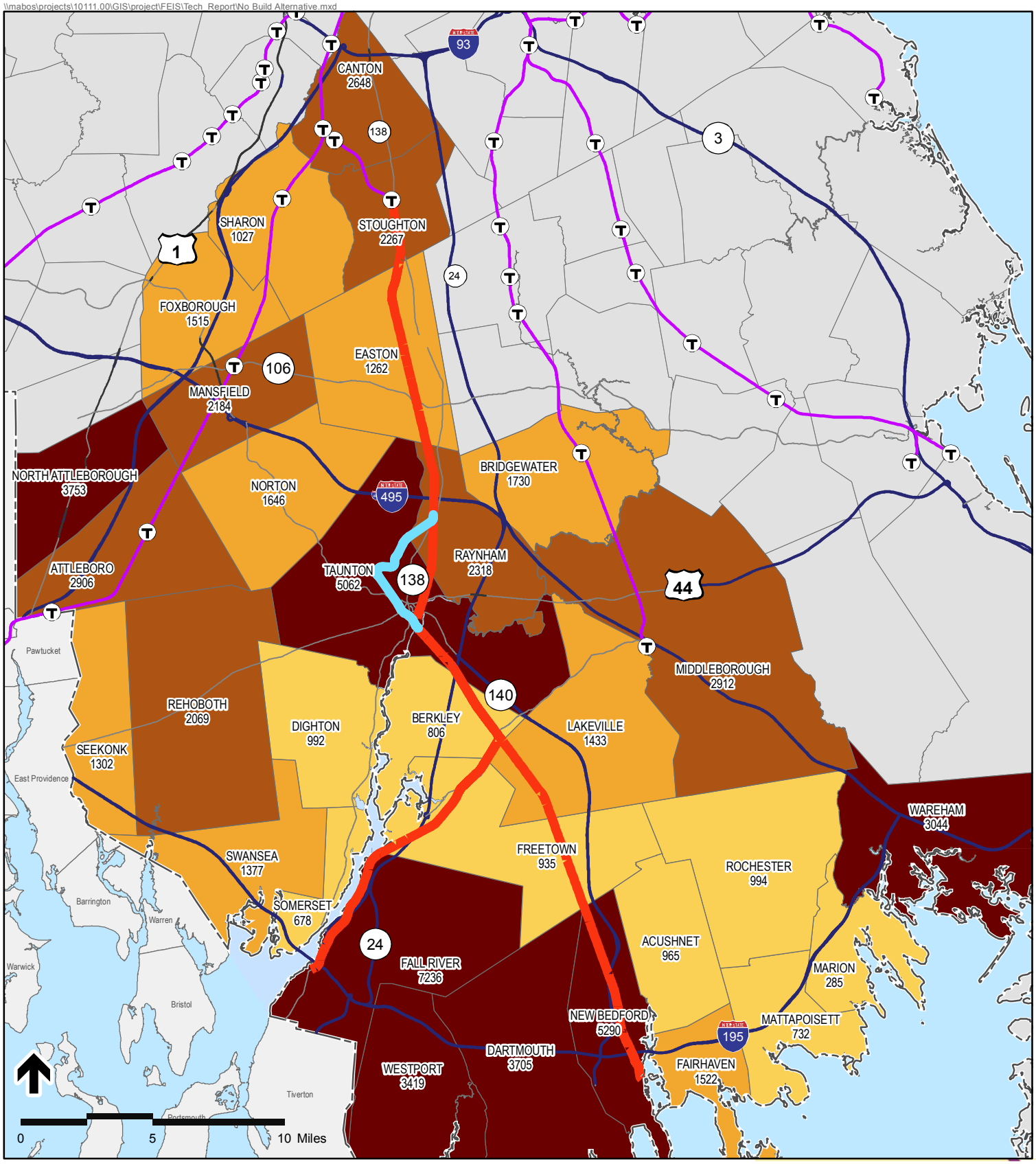
Household Growth by Community

- -1481 - 0
- 0 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 6030

(xxxx) Number of Household Growth by Community

Figure 5-3

No-Build Alternative



Legend

- Stoughton Alternative
- Whittenton Alternative

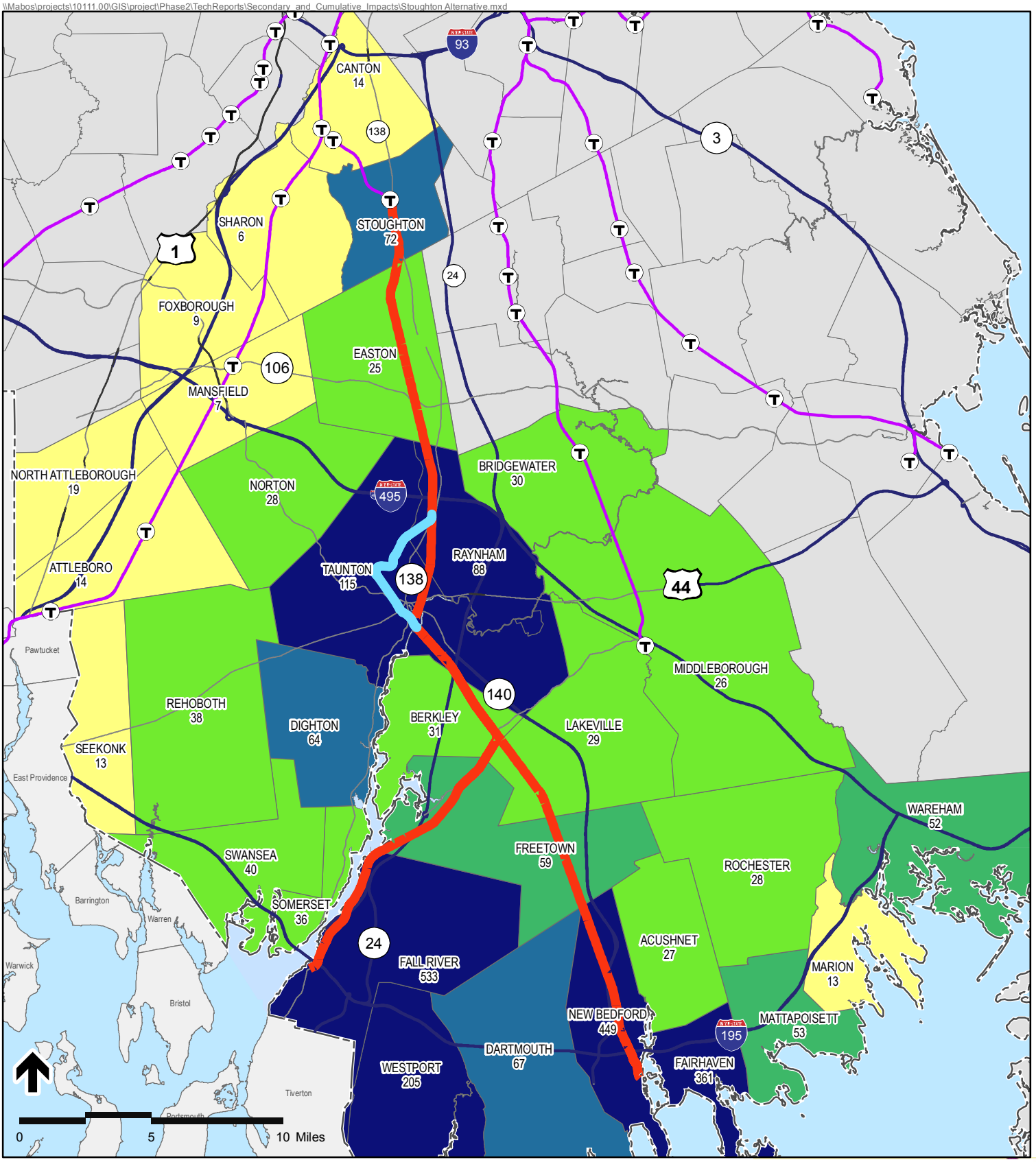
No-build Alternative
Household Growth by Community

- 0 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 7236

xxxx Number of New Households by Community

Figure 5-4

No-Build Alternative Household Growth, 2000-2035



Legend

- Stoughton Alternative
- Whittenton Alternative

Net Induced Household Growth by Community

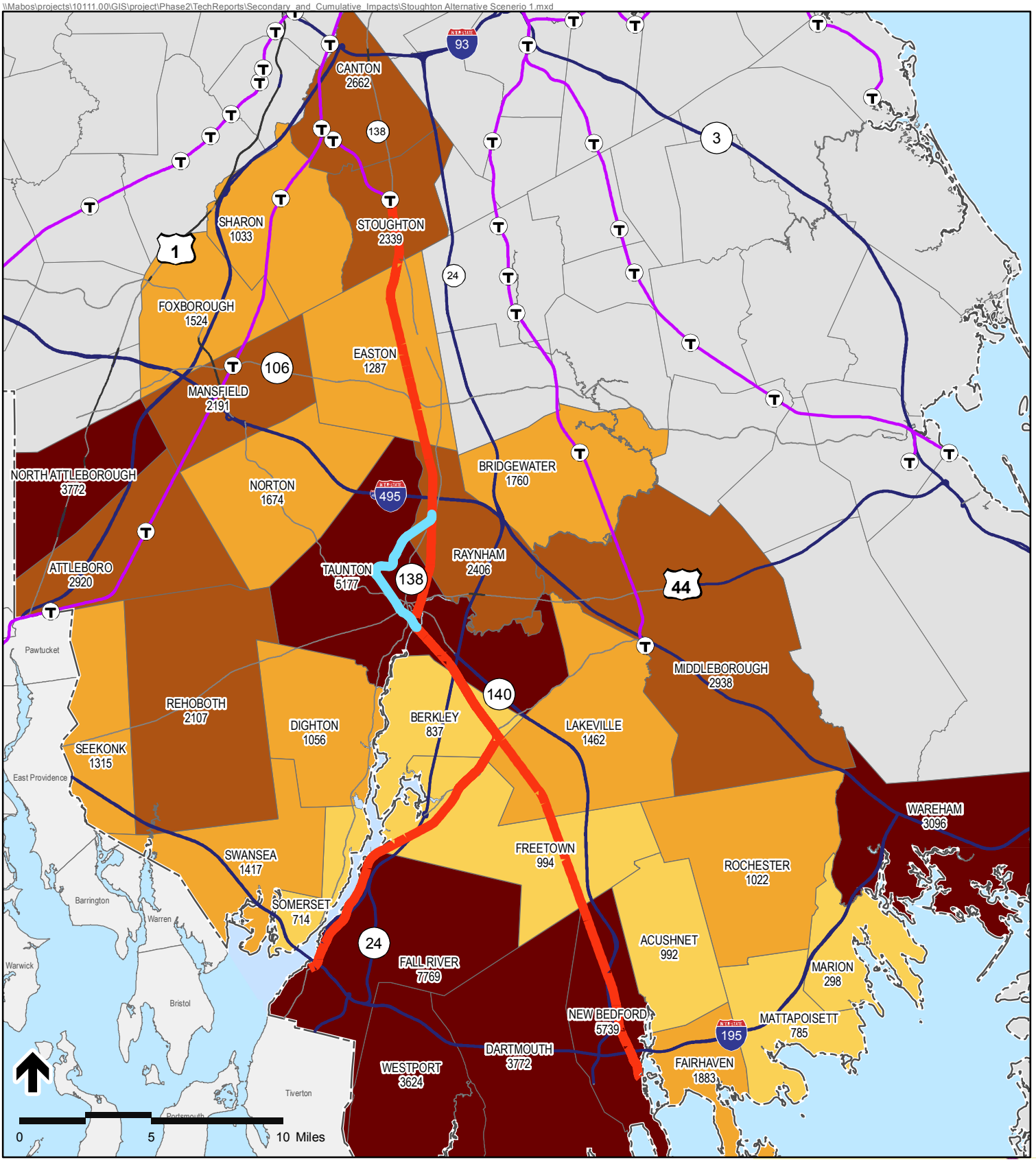
- 0 - 20
- 20 - 40
- 40 - 60
- 60 - 80
- 80 - 533

xxxx Number of New Households by Community

Figure 5-5

Stoughton and Whittenton Alternatives

Net Induced Household Growth, 2000-2035



Legend

Stoughton Alternative

Whittenton Alternative

Scenario 1
Projected Household Growth by Community

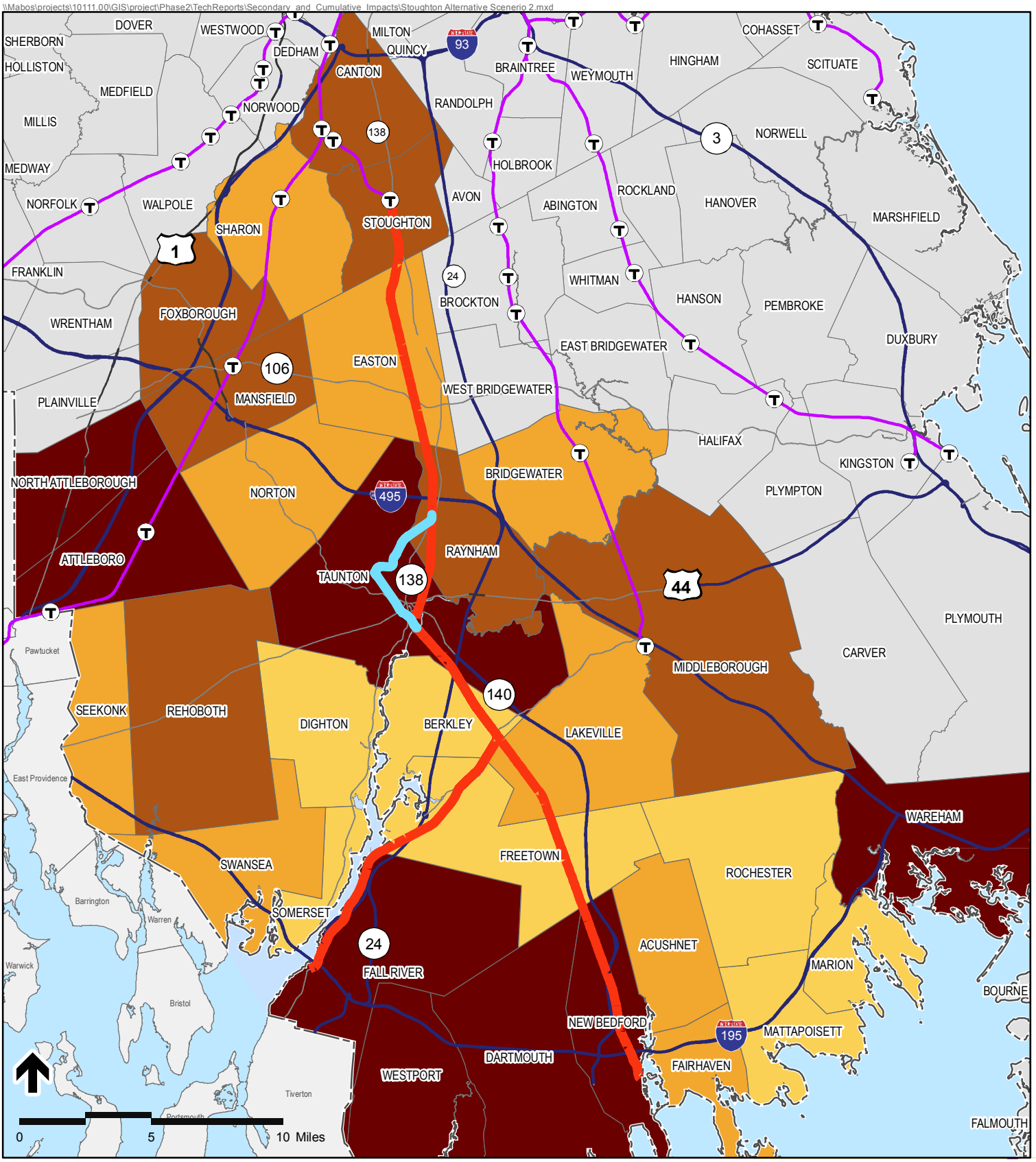
- 0 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 7769

xxxx Number of New Households by Community

Figure 5-6

Stoughton and Whittenton Alternatives Scenario 1

Total Household Growth, 2000-2035



Legend

Stoughton Alternative

Whittenton Alternative

Scenario 2
Projected Household Growth by Community

- 0 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 7629

xxxx Number of New Households by Community

Figure 5-7

Stoughton and Whittenton Alternatives Scenario 2

Total Household Growth, 2000-2035